4.7 TRAFFIC AND CIRCULATION

This section evaluates the proposed project's impacts on traffic congestion and circulation, including both the local circulation system and the regional highway system. This analysis is based on the Traffic and Circulation Technical Report (June, 1998) and Supplemental Report (July, 1999, revised December, 1999), prepared under contract to the City of Burbank by Parsons Brinckerhoff Quade and Douglas (PBQ&D), included in Appendix I.

4.7.1 EXISTING ENVIRONMENTAL SETTING

Circulation System and Access Routes

The existing roadway and access routes from the surrounding area to the project site are illustrated in Figure 4.7.1.

- To and from the north, Buena Vista Street and Victory Place serve as the primary access routes.
- To and from the east and Burbank City Center area, the primary route is Burbank Boulevard across I-5 and through the "Five Points" intersection (Burbank Boulevard at Victory Boulevard and Victory Place).
- To and from the south, Buena Vista Street and Victory Boulevard are the primary access routes.
- To and from the west, traffic can use Empire Avenue for direct site access, or use one of several east-west arterials to reach Buena Vista Street.

Regional access is provided primarily by the I-5 freeway. Traffic to and from the north can use the interchange at Buena Vista Street. Traffic to and from the south can use the interchange at Burbank Boulevard. Regional traffic to and from the west can use the SR-134 freeway and Buena Vista Street.

The study area for the analysis of traffic impacts includes the arterial intersections and freeway intersections outlined in Table 4.7.A. For regional roadway systems impacts, the study area was determined by comparing project traffic volumes on Congestion Management Program (CMP) roadways to the threshold volumes identified in the Los Angeles County CMP guidelines for a traffic impact analysis. For the proposed project, the study area for regional roadways includes I-5 from SR-118 to Los Feliz Boulevard, and SR-134 from SR-2 to I-5.

Existing lane geometry at study intersections is shown in Figure 4.7.2. Existing morning and afternoon peak hour traffic conditions at study intersections are summarized in Table 4.7.A and Figures 4.7.3 and 4.7.4. Intersection operations for signalized intersections were examined using the Critical Movement Analysis (CMA) intersection

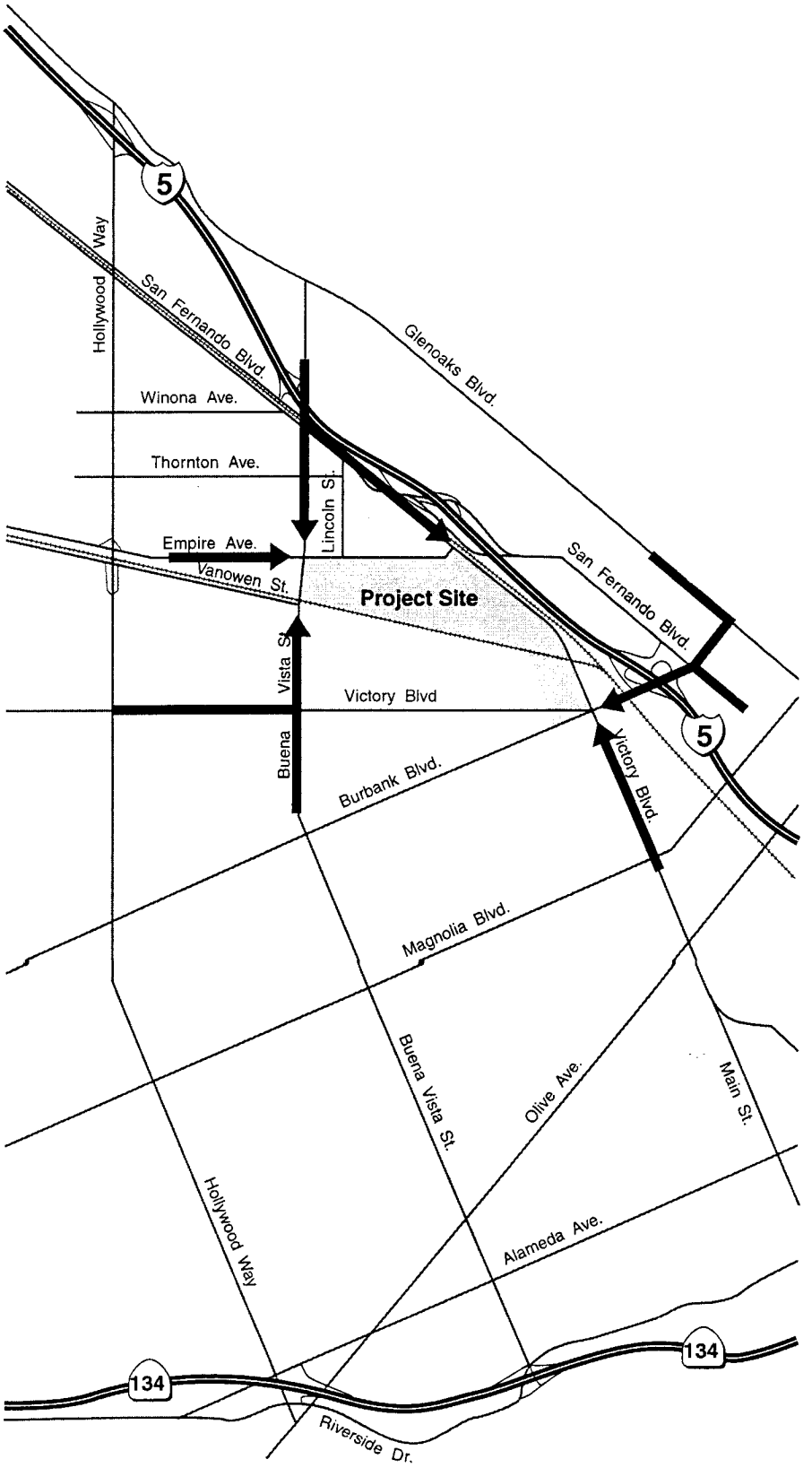

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Figure 4.7.1

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LSA

Access Routes

Table 4.7.A - Existing Intersection Level of Service

No.	Intersection	Morning Peak Hour V/C	Morning Peak Hour LOS	Evening Peak Hour V/C	Evening Peak Hour LOS
1	I-5 NB on and off ramps at Hollywood	0.770	C	0.552	A
2	I-5 SB on and off ramps at Hollywood Way	0.966	E	1.150	F
3	Hollywood Way at Winona	0.616	B	0.524	A
4	Hollywood Way at Thornton	0.915	E	0.770	C
5	Hollywood Way at Empire (NW connector)	0.278	A	0.264	A
6	Hollywood Way at Empire (NE connector)	0.255	A	0.240	A
7	Hollywood Way at Vanowen (SE connector)	0.198	A	0.236	A
8	Hollywood Way at Vanowen (SW connector)	0.168	A	0.191	A
9	Hollywood Way at Victory	0.640	B	0.576	A
10	Hollywood Way at Magnolia	0.779	C	0.779	C
11	Hollywood Way at Alameda	0.746	C	0.807	D
12	Buena Vista at Riverside Dr/SR-134 ramps	0.592	A	0.577	A
13	Buena Vista at Alameda	1.129	F	0.795	C
14	Buena Vista at Olive	0.787	C	0.806	D
15	Buena Vista at Magnolia	0.569	A	0.789	C
16	Buena Vista at Burbank	0.643	B	0.688	B
17	Buena Vista at Victory	0.695	B	0.832	D
18	Buena Vista at Vanowen	0.587	A	0.705	C
19	Buena Vista at Empire	0.734	C	0.695	B
20	Buena Vista at Thornton	0.626	B	0.599	A
21	Buena Vista at San Fernando	0.555	A	0.677	B
22	I-5 ramps at Buena Vista	0.718	C	0.816	D
23	San Fernando at Lincoln	0.727	C	0.861	D
24	Empire at Victory Place	0.291	A	0.422	A
25	Victory at Burbank (Five Points)	0.823	D	1.004	F
26	I-5 SB off-ramp at Burbank	0.569	A	0.583	A
27	San Fernando at Burbank	0.695	B	0.827	D

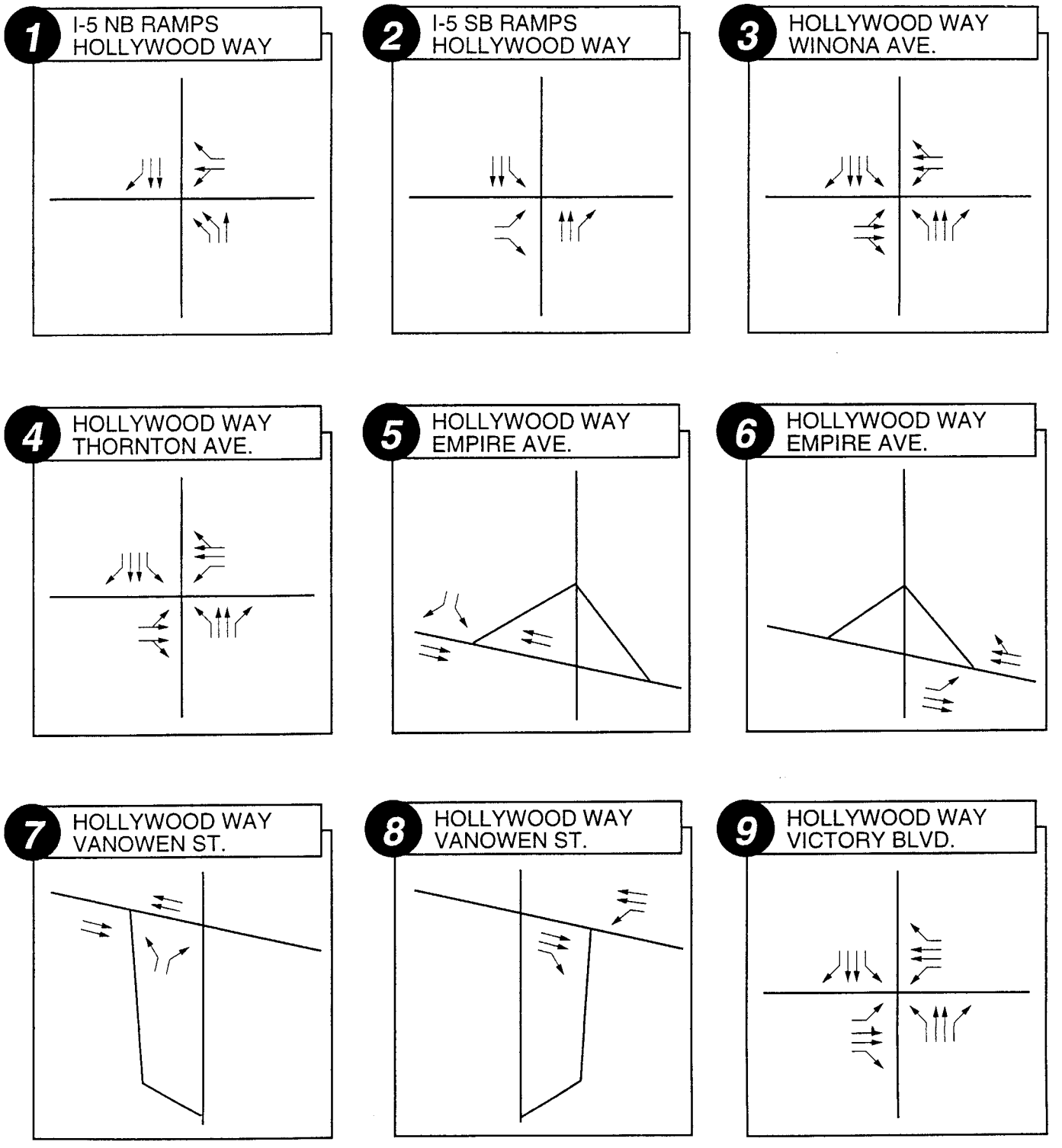

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Figure 4.7.2a

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LSA

Existing Intersection Lane Geometry
Intersections 1-9

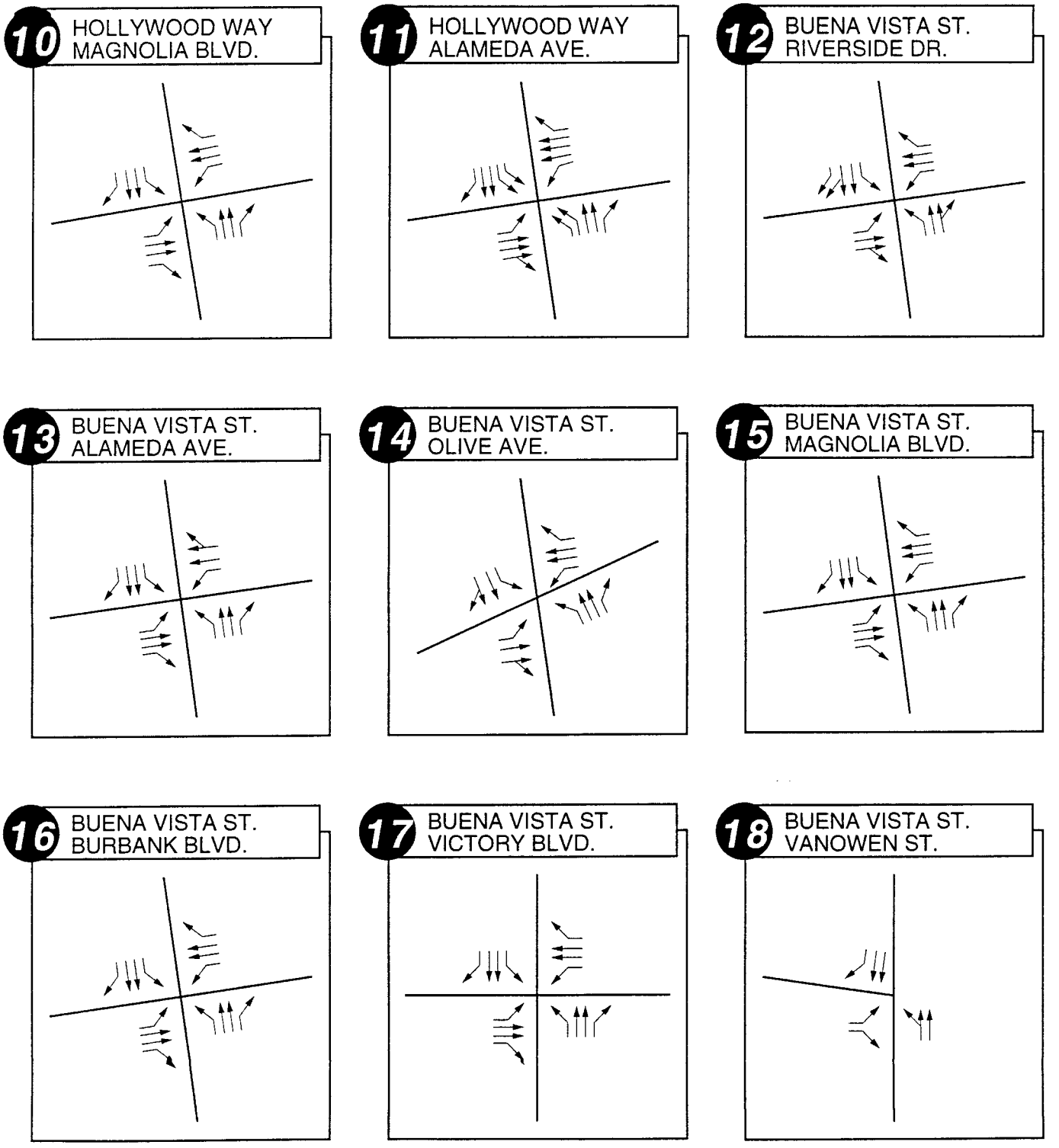

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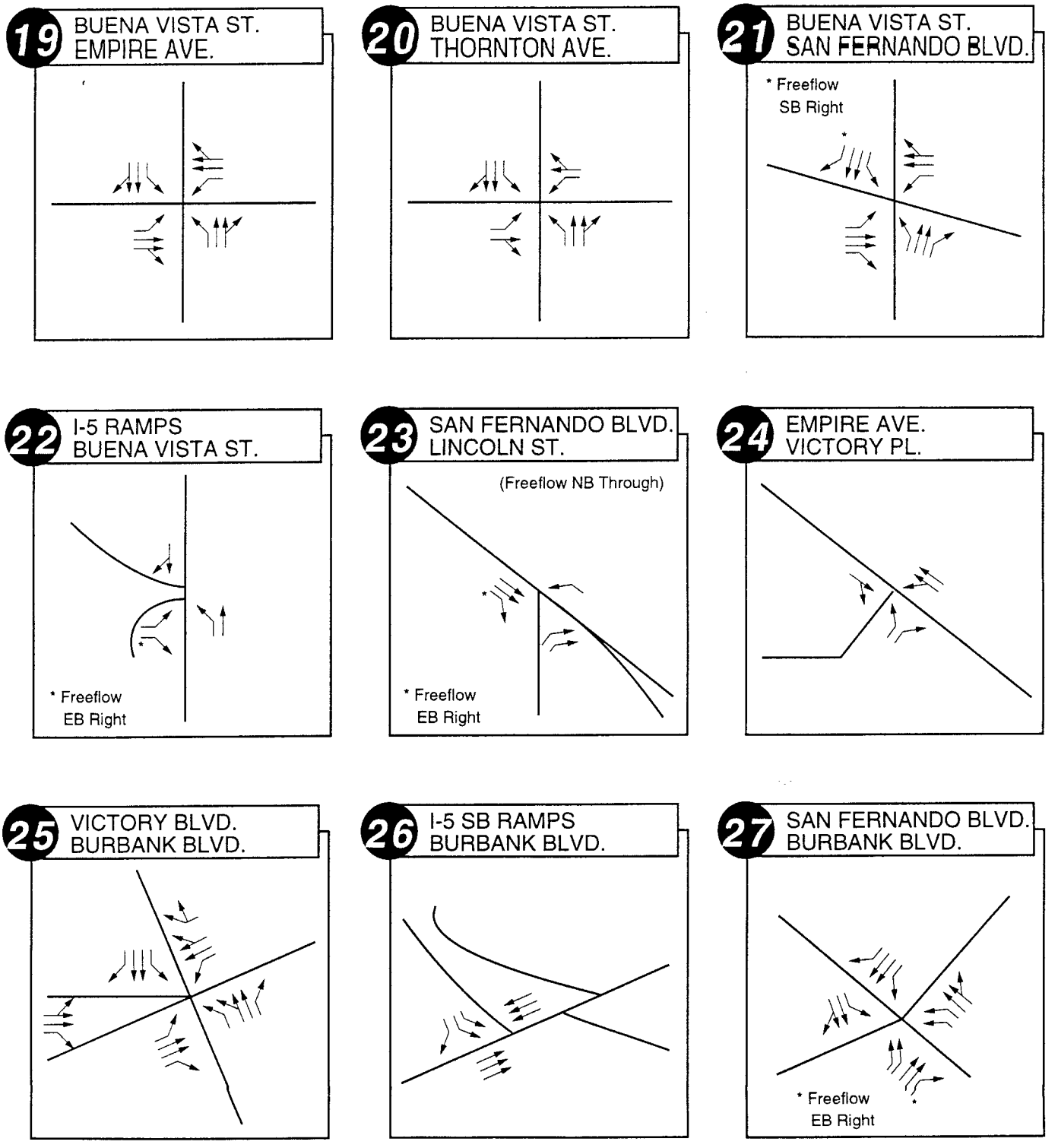
Figure 4.7.2b

N

LSA

Existing Intersection Lane Geometry
Intersections 10-18



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LSA

Figure 4.7.2c

Existing Intersection Lane Geometry
Intersections 19-27

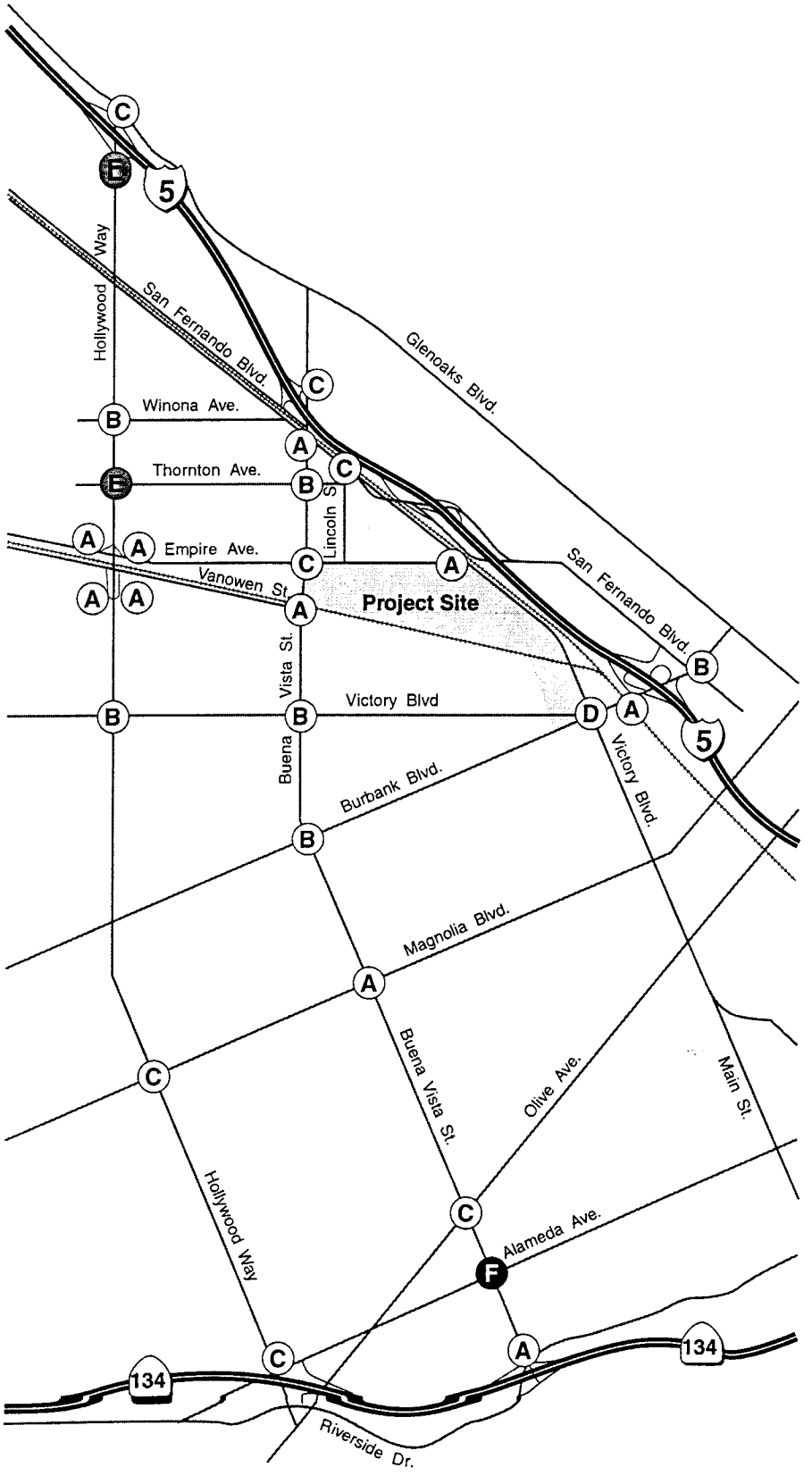

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Figure 4.7.3

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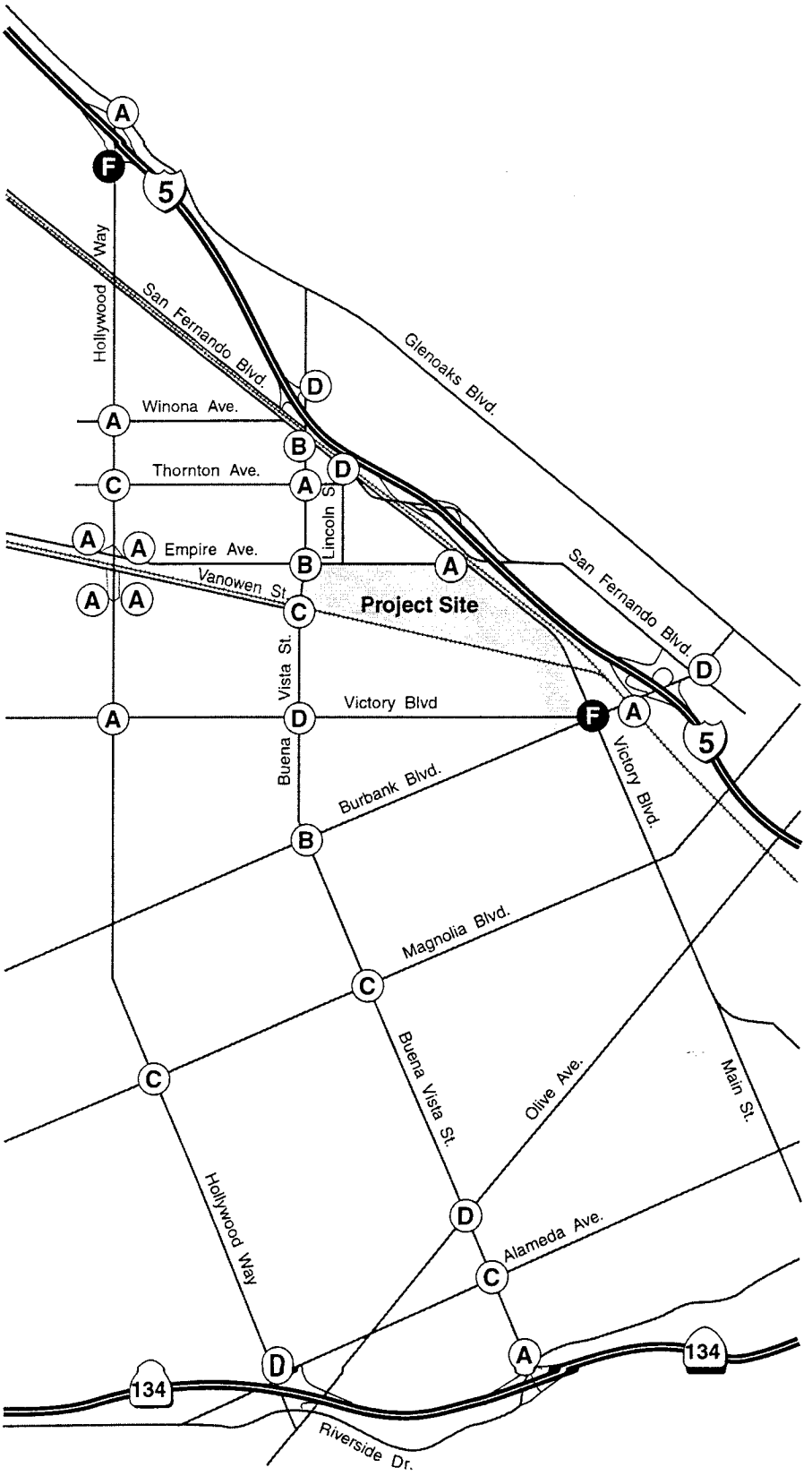
LSA

Existing AM Peak Hour
Levels of Service



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N

LSA

Figure 4.7.4

Existing PM Peak Hour
Levels of Service

capacity methodology.[1] The CMA methodology examines the volume to capacity (v/c) ratio for each intersection turn movement.

Conflicting turn volumes and their v/c ratios are examined to determine the overall capacity utilization of the intersection in the form of a v/c ratio, which is the percentage of an intersection's capacity that is needed to adequately accommodate all vehicles traveling through the intersection.

In addition to v/c ratios, the CMA methodology provides a general indication of the operating level of service (LOS) of an intersection, based on the peak hour v/c ratio. The LOS of an intersection is designated by the letters "A" through "F," with LOS A representing optimal intersection operations and LOS F representing an overcapacity situation. The City of Burbank's objective for overall circulation is to maintain LOS D or better during peak hours. This analysis utilizes LOS D or better as the desirable target for peak hour intersection operations, and LOS D becomes the maximum threshold for acceptable service. At present, in the morning peak hour, 25 of the 27 study intersections operate at LOS D or better. Those that do not are Hollywood Way at I-5 southbound ramps and Buena Vista Street at Alameda Avenue.

During the afternoon peak hour, 25 of the 27 study intersections presently operate at LOS D or better. Those that do not are Hollywood Way at I-5 southbound ramps and Five Points (Burbank Boulevard at Victory Boulevard/Victory Place).

Traffic Generation

The no project/existing conditions scenario assumes no development on the project site. There is no traffic generated in the project area, since the site is currently vacant. The examination of existing traffic conditions is required for a comparative analysis with projected traffic generation from the proposed project.

Transportation Demand Management Ordinance

Ordinance No. 3338 (codified in Article 22, Sections 31-2201 to 31-2206 of the Burbank Municipal Code), adopted by the Burbank City Council on March 30, 1993, and became effective May 8, 1993, requires new, nonresidential development to incorporate transportation demand management (TDM) measures. The TDM Ordinance implements requirements for local cities set forth in the Los Angeles County CMP and State CMP legislation. As set forth in the Ordinance, prior to approval of all new nonresidential development, project applicants shall make provision for, as a minimum, the following applicable TDM and trip reduction measures:

- New development of 25,000 square feet or greater:

[1] Transportation Research Board Circular 212, 1980.

- Provide a bulletin board, display case, or kiosk displaying transportation information located where the greatest number of employees are likely to see it. Information in the area shall include, but is not limited to, the following: 1) current maps, routes, and schedules of public transit routes serving the site; 2) telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations; 3) ridesharing promotional material supplied by commuter oriented organizations; 4) bicycle route and facility information, including regional/local bicycle maps and bicycle safety information; and 5) a listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site (Section 31-2204[b][1]).

C New development of 50,000 square feet or greater:

- Comply with the requirements of Section 31-2204(b)(1);
- Locate not less than ten percent of employee parking area as close as is practical to the employee entrance, and reserve it for use by potential carpool/vanpool vehicles, without displacing handicapped and customer parking needs;
- Provide preferential parking spaces reserved for vanpools must be accessible to vanpool vehicles (Section 31-2204 [b][2]);
- Bicycle racks or other secure bicycle parking shall be provided to accommodate four bicycles for the first 50,000 square feet of development and one bicycle per each additional 50,0000 square feet of development (Section 31-2204 [b][2]).

C New Development of 100,000 square feet or more:

- Comply with Section 31-2204(b)(1) and 31-2204(b)(2)
- Provide a safe and convenient zone in which vanpools and carpool vehicles may deliver or board their passengers;
- Provide sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development;
- As required, provide bus stop improvements;
- Provide safe and convenient access from the external circulation system to bicycle parking facilities on-site.

Implementation of these measures ensures that a variety of modes of transportation and transit will be utilized by project visitors and workers. This will lessen reliance on single occupant vehicles, thus reducing vehicle trips to and from the site.

Transportation Improvement Fee

Pursuant to Chapter 31 of Article 22 of the Burbank Municipal Code (Ordinance 3340), the City collects a Transportation Improvement Fee from all new nonresidential

development. The purpose of this fee is to fund City identified roadway improvements (discussed later in this section) to assure that the level of transportation efficiency in the City of Burbank will be substantially maintained given projections of new development. This funding ensures that the City's traffic infrastructure will adequately support future proposed projects. Through Ordinance 3340, the City established a list of fee funded improvements and a fee schedule for different types and scales of nonresidential development. Approximately $2,280,774 is now available in the Fee Program to fund areawide transportation improvement projects. In addition, the estimated income stream over the next five years will provide approximately $3,900,000 for Fee Program projects throughout the program area. As part of this Ordinance, the City also adopted fee credits and an economic development funding pool to provide assistance to project proponents in paying the Transportation Improvement Fee.

Two types of fee credits were identified in the Ordinance: demolition and in lieu. Applicants who have demolished existing structures on their property since January 1, 1990, can receive a credit from the transportation fee. The reasoning behind the demolition credit is that a portion of traffic generation associated with redevelopment of existing property is not "new" trips, and a discount from the fees should be provided to account for this fact. Demolition credits are carried with the property and cannot be transferred to other parties. The cost of any improvements that are constructed by a project applicant can be considered for an in lieu credit toward payment of Transportation Improvement Fees. Due to the demolition credits allowed by the Ordinance, the proposed project will not incur this fee.

To stimulate growth, the City established an Economic Development Credit Pool for development projects located outside the Media District. The pool provided credits against transportation fees, and was originally available to any development project. Subsequent to the adoption of Ordinance No. 3340, the City adopted Ordinance No. 3462, which modified the rules for participation in the economic development pool. Currently, participation in the pool is limited to the first 100,000 square feet (gross) of any commercial development and the first 250,000 gross square feet of any industrial development. In addition, Ordinance No. 3462 requires that properties with demolition credits use any credits prior to participation in the pool. Finally, the total amount of funds available in the economic development pool was reduced to $4,792,000 by the ordinance. Approximately $2,280,774 remains available for all area transportation projects in the pool as of August 19, 1998.

Regional Transportation System Improvements

The City and Caltrans are in final design stages for addition of the proposed Empire Avenue Interchange. This interchange will improve regional access to the project site, as well as the downtown area. The completion of the Project Study Report for the Empire Interchange project in February, 1999, enabled the project to compete for transportation grant funding, and proceed to the next phase of the Caltrans implementation program. With assurances that adequate funds will be provided from a combination of state, regional, and local sources, Caltrans recently initiated the more focused Project Report/Environmental Documentation (PR/ED) phase of study.

Following the completion of the PR/ED documents, the preparation of final designs and cost estimates will prepare the project for construction. The City of Burbank is firmly committed to this improvement as a vital connection between the Golden State and Downtown areas, and continues to work with Caltrans to ensure that it progresses expeditiously through the project development process. The implementation of the Empire Avenue Interchange project will enhance traffic flow and improve regional access to the proposed project.

4.7.2 THRESHOLD OF SIGNIFICANCE CRITERIA

The City of Burbank traditionally defines a significant adverse impact on traffic as occurring when an intersection has a peak hour level of service worse than LOS D, and project traffic increases the peak hour intersection volume/capacity ratio by at least 0.02 at future project build out compared to the future baseline without the project.

On the regional highway system, the Los Angeles County Metropolitan Transportation Authority (MTA) defines a significant project impact as occurring when the proposed project increases traffic demand on a CMP facility by two percent of capacity, causing or worsening LOS F.

4.7.3 IMPACTS - DEVELOPMENT OPTION A

Traffic Generation

Estimates of traffic generated by Development Options A, D1-A, D1-B, and D1-C are identified below. Traffic generation estimates are based on factors (trip generation rates) documented in the Institute of Transportation Engineers (ITE) *Trip Generation* manual (Fifth Edition). The assumptions and trip generation calculations are documented in Appendix I of the EIR.

Development Option A will generate:

- 68,660 additional trips in a 24 hour period;
- 4,648 additional trips during the morning peak hour; and
- 6,556 additional trips during the afternoon peak hour.

Table 4.7.B compares total daily and peak hour trip generation for Development Options A, D1-A, D1-B, and D1-C. Table 4.7.C compares daily trip generation by land use category for Development Options A, D1-A, D1-B, and D1-C.

Table 4.7.B - Development Option Trip Generation Comparison

	Trips Generated						
		A.M. Peak Hour			P.M. Peak Hour		
	Total Daily	Inbound	Outbound	Total	Inbound	Outbound	Total
Development Option A	68,660	3,250	1,398	4,648	2,746	3,811	6,556
Development Option D1-A	54,172	2,325	1,078	3,403	2,141	2,620	4,761
Development Option D1-B	53,816	2,555	1,121	3,676	2,035	2,767	4,802
Development Option D1-C	53,451	2,229	1,079	3,308	2,286	2,813	5,100

Source: Parsons Brinckerhoff, 1998 and 1999.

Future morning and afternoon peak hour traffic conditions at study intersections are summarized in Tables 4.7.D and 4.7.E. Future morning and afternoon peak hour traffic conditions on the regional highway system are summarized in Tables 4.7.F and 4.7.G.

Less than Significant Impacts

Arterial Intersections/Freeway Interchanges

As shown in Tables 4.7.D and 4.7.E, Development Option A would not contribute enough traffic to substantially increase (by 0.02 or more) traffic beyond the V/C threshold of 0.90 for the arterial intersections/freeway interchanges listed below. Therefore, project contribution at build out would have a less than significant impact on these arterial intersections/freeway interchanges. Note that the numbering for each arterial intersection/freeway interchange corresponds to the numbering in Tables 4.7.D and 4.7.E.

4. Hollywood Way at Thornton
5./6. Hollywood Way at Empire Avenue
7./8. Hollywood Way at Vanowen Street
9. Hollywood Way at Victory Boulevard
10. Hollywood Way at Magnolia Avenue
11. Hollywood Way at Alameda
12. Buena Vista Street at Riverside Drive/SR-134 ramps
13. Buena Vista Street at Alameda Avenue
14. Buena Vista Street at Olive Avenue
15. Buena Vista Street at Magnolia Avenue
16. Buena Vista Street at Burbank Boulevard
20. Buena Vista Street at Thornton Avenue
26. Burbank Boulevard at I-5 southbound ramps.

Table 4.7.C -Trip Generation Summary Comparison by Land Use Type

	Daily Trip Generation										
	Office	Shopping Center (B-199 site)	Shopping Center (B-1 site)	Fast Food	High Turnover Sit-Down Restaurant	Quality Restaurant	Other Retail[1]	Studio	Auto Sales	Hotel	Total
Total daily trips											
Development Option A	14,840	8,358	22,696	25,076	8,255	4,444	2,574	0	0	2,251	88,495
Development Option D1-A	8,300	0	17,278	8,654	4,826	4,706	5,021	0	12,217	2,251	63,253
Development Option D1-B	1,961	0	17,616	8,305	4,928	1,832	5,211	8,257	12,217	2,251	62,578
Development Option D1-C	8,301	12,156	17,545	7,432	5,990	2,601	5,330	0	4,125	2,251	65,731
Total daily trips (after subtracting pass-by trips)											
Development Option A	14,840	5,851	18,157	15,045	6,604	4,000	1,912	0	0	2,251	68,660
Development Option D1-A	8,300	0	13,823	5,193	3,861	4,236	4,292	0	12,217	2,251	54,173
Development Option D1-B	1,961	0	14,093	4,983	3,943	1,649	4,462	8,257	12,217	2,251	53,816
Development Option D1-C	8,301	8,509	14,035	4,459	4,792	2,340	4,639	0	4,125	2,251	53,451

[1] Other Retail includes Car Wash, Dry Cleaner with Drive Through, Bank with Drive In, One Hour Photo with Drive Through and/or Specialty Retail. Components of Other Retail vary by alternative.

Table 4.7.D - Comparison of Intersection Level of Service/A.M. Peak Hour
Year 2008 with Project without Mitigation (without Empire interchange)

No.	Intersection	1996 Existing V/C	1996 Existing LOS	2008 w/o proj. No Build V/C	2008 w/o proj. No Build LOS	2008 w/o proj. General Plan V/C	2008 w/o proj. General Plan LOS	2008 with project w/o mitigation Option A V/C	2008 with project w/o mitigation Option A LOS	2008 with project w/o mitigation Option D1-A V/C	2008 with project w/o mitigation Option D1-A LOS	2008 with project w/o mitigation Option D1-B V/C	2008 with project w/o mitigation Option D1-B LOS	2008 with project w/o mitigation Option D1-C V/C	2008 with project w/o mitigation Option D1-C LOS
1	I-5 NB on and off ramps at Hollywood	0.770	C	0.847	D	0.891	D	0.921	E	0.870	D	0.842	D	0.866	D
2	I-5 SB on and off ramps at Hollywood Way	0.966	E	1.046	F	1.065	F	1.122	F	1.091	F	1.094	F	1.089	F
3	Hollywood Way at Winona	0.616	B	0.892	D	0.949	E	0.932	E	0.959	E	0.904	E	0.939	E
4	Hollywood Way at Thornton	0.915	E	0.738	C	0.751	C	0.775	C	0.760	C	0.765	C	0.760	C
5	Hollywood Way at Empire (NW connector)	0.278	A	0.421	A	0.440	A	0.466	A	0.446	A	0.455	A	0.442	A
6	Hollywood Way at Empire (NE connector)	0.255	A	0.329	A	0.324	A	0.329	A	0.338	A	0.330	A	0.334	A
7	Hollywood Way at Vanowen (SE connector)	0.198	A	0.257	A	0.282	A	0.315	A	0.293	A	0.297	A	0.294	A
8	Hollywood Way at Vanowen (SW connector)	0.168	A	0.193	A	0.219	A	0.243	A	0.232	A	0.235	A	0.231	A
9	Hollywood Way at Victory	0.640	B	0.716	C	0.733	C	0.766	C	0.756	C	0.757	C	0.758	C
10	Hollywood Way at Magnolia	0.779	C	0.851	D	0.849	D	0.858	D	0.855	D	0.858	D	0.861	D
11	Hollywood Way at Alameda	0.746	C	0.865	D	0.871	D	0.874	D	0.872	D	0.871	D	0.872	D
12	Buena Vista at Riverside Dr/SR-134 ramps	0.592	A	0.922	E	0.922	E	0.936	E	0.939	E	0.930	E	0.924	E
13	Buena Vista at Alameda	1.129	F	1.158	F	1.157	F	0.812	D	0.811	D	0.810	D	0.808	D
14	Buena Vista at Olive	0.787	C	0.733	C	0.742	C	0.762	C	0.752	C	0.757	C	0.753	C
15	Buena Vista at Magnolia	0.569	A	0.631	B	0.635	B	0.640	B	0.636	B	0.636	B	0.636	B
16	Buena Vista at Burbank	0.643	B	0.666	B	0.685	B	0.683	B	0.683	B	0.679	B	0.677	B
17	Buena Vista at Victory	0.695	B	0.802	D	0.852	D	0.873	D	0.864	D	0.867	D	0.870	D
18	Buena Vista at Vanowen	0.587	A	0.641	B	0.771	C	0.972	E	0.883	D	0.933	E	0.889	D
19	Buena Vista at Empire	0.734	C	0.910	E	0.992	E	1.171	F	1.095	F	1.107	F	1.101	F
20	Buena Vista at Thornton	0.626	B	0.582	A	0.613	B	0.683	B	0.644	B	0.666	B	0.651	B
21	Buena Vista at San Fernando	0.555	A	0.692	B	0.778	C	0.810	D	0.788	C	0.794	C	0.791	C
22	I-5 ramps at Buena Vista	0.718	C	0.708	C	0.768	C	0.851	D	0.812	D	0.831	D	0.828	D
23	San Fernando at Lincoln	0.727	C	1.056	F	1.172	F	1.274	F	1.187	F	1.194	F	1.184	F
24	Empire at Victory Place	0.291	A	1.211	F	1.453	F	1.482	F	1.493	F	1.533	F	1.511	F
25	Victory at Burbank (Five Points)	0.823	D	0.953	E	1.141	F	1.315	F	1.077	F	1.109	F	1.089	F
26	I-5 SB off-ramp at Burbank	0.569	A	0.524	A	0.584	A	0.620	B	0.593	A	0.620	B	0.602	B
27	San Fernando at Burbank	0.695	B	0.752	C	0.765	C	0.776	C	0.751	C	0.758	C	0.751	C

Note: shading indicates a significant adverse impact

Table 4.7.E - Comparison of Intersection Level of Service/P.M. Peak Hour
Year 2008 with Project without Mitigation (without Empire interchange)

No.	Intersection	1996 Existing V/C	1996 Existing LOS	2008 w/o proj. No Build V/C	2008 w/o proj. No Build LOS	2008 w/o proj. General Plan V/C	2008 w/o proj. General Plan LOS	2008 with project w/o mitigation Option A V/C	2008 with project w/o mitigation Option A LOS	2008 with project w/o mitigation Option D1-A V/C	2008 with project w/o mitigation Option D1-A LOS	2008 with project w/o mitigation Option D1-B V/C	2008 with project w/o mitigation Option D1-B LOS	2008 with project w/o mitigation Option D1-C V/C	2008 with project w/o mitigation Option D1-C LOS
1	I-5 NB on and off ramps at Hollywood	0.552	A	0.616	B	0.614	B	0.643	B	0.641	B	0.631	B	0.630	B
2	I-5 SB on and off ramps at Hollywood Way	1.150	F	1.195	F	1.192	F	1.214	F	1.209	F	1.208	F	1.208	F
3	Hollywood Way at Winona	0.524	A	0.875	D	0.944	E	0.964	E	0.954	E	0.953	E	1.253	F
4	Hollywood Way at Thornton	0.770	C	0.684	B	0.714	C	0.778	C	0.752	C	0.707	C	0.755	C
5	Hollywood Way at Empire (NW connector)	0.264	A	0.424	A	0.431	A	0.463	A	0.465	A	0.461	A	0.466	A
6	Hollywood Way at Empire (NE connector)	0.240	A	0.281	A	0.303	A	0.267	A	0.271	A	0.275	A	0.271	A
7	Hollywood Way at Vanowen (SE connector)	0.236	A	0.260	A	0.259	A	0.284	A	0.270	A	0.272	A	0.270	A
8	Hollywood Way at Vanowen (SW connector)	0.191	A	0.210	A	0.205	A	0.213	A	0.214	A	0.221	A	0.214	A
9	Hollywood Way at Victory	0.576	A	0.650	B	0.680	B	0.711	C	0.704	C	0.706	C	0.693	B
10	Hollywood Way at Magnolia	0.779	C	0.796	C	0.803	D	0.825	D	0.821	D	0.813	D	0.818	D
11	Hollywood Way at Alameda	0.807	D	0.882	D	0.881	D	0.898	D	0.897	D	0.899	D	0.901	E
12	Buena Vista at Riverside Dr/SR-134 ramps	0.577	A	0.790	C	0.795	C	0.813	D	0.805	D	0.803	D	0.803	D
13	Buena Vista at Alameda	0.795	C	0.936	E	0.940	E	0.904	E	0.897	D	0.901	E	0.899	D
14	Buena Vista at Olive	0.806	D	0.881	D	0.877	D	0.880	D	0.879	D	0.876	D	0.882	D
15	Buena Vista at Magnolia	0.789	C	0.883	D	0.868	D	0.883	D	0.894	D	0.892	D	0.889	D
16	Buena Vista at Burbank	0.688	B	0.699	B	0.712	C	0.766	C	0.731	C	0.732	C	0.738	C
17	Buena Vista at Victory	0.832	D	0.871	D	0.901	E	0.983	E	0.974	E	0.968	E	0.980	E
18	Buena Vista at Vanowen	0.705	C	0.749	C	0.783	C	0.908	E	0.806	D	0.793	C	0.816	D
19	Buena Vista at Empire	0.695	B	0.981	E	1.245	F	1.562	F	1.467	F	1.482	F	1.462	F
20	Buena Vista at Thornton	0.599	A	0.528	A	0.590	A	0.678	B	0.643	B	0.650	B	0.647	B
21	Buena Vista at San Fernando	0.677	B	0.929	E	1.100	F	1.465	F	1.436	F	1.354	F	1.378	F
22	I-5 ramps at Buena Vista	0.816	D	0.742	C	0.800	C	0.969	E	0.908	E	0.908	E	0.915	E
23	San Fernando at Lincoln	0.861	D	0.900	D	0.961	E	1.191	F	1.101	F	1.109	F	1.108	F
24	Empire at Victory Place	0.422	A	1.218	F	1.395	F	1.757	F	1.642	F	1.675	F	1.628	F
25	Victory at Burbank (Five Points)	1.004	F	1.121	F	1.324	F	1.585	F	1.412	F	1.427	F	1.542	F
26	I-5 SB off-ramp at Burbank	0.583	A	0.621	B	0.650	B	0.711	C	0.692	B	0.713	C	0.719	C
27	San Fernando at Burbank	0.827	D	0.901	E	0.902	E	0.955	E	0.905	E	0.903	E	0.911	E

Note: shading indicates a significant adverse impact

Table 4.7.F - Comparison of Morning Peak Hour Impacts on Regional Highway System

GOLDEN STATE FREEWAY (I-5)

POST	SEGMENT		DEVELOPMENT OPTION A V/C RATIO		DEVELOPMENT OPTION A LOS		DEVELOPMENT OPTION D1-A V/C RATIO		DEVELOPMENT OPTION D1-A LOS		DEVELOPMENT OPTION D1-B V/C RATIO		DEVELOPMENT OPTION D1-B LOS	
MILE	FROM	TO	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
39.36	Simi Valley Fwy	Van Nuys Blvd	0.55	1.62	C	F(3)	0.54	1.61	C	F(3)	0.54	1.62	C	F(3)
38.5	Van Nuys Blvd	Terra Bella St	0.64	1.68	C	F(3)	0.64	1.67	C	F(3)	0.64	1.67	C	F(3)
37.96	Terra Bella St	Osborne St	0.57	1.64	C	F(3)	0.56	1.63	C	F(3)	0.56	1.63	C	F(3)
37.41	Osborne St	Hollywood Fwy	0.53	1.39	B	F(2)	0.53	1.39	B	F(2)	0.53	1.39	B	F(2)
36.36	Hollywood Fwy	Laurel Canyon	0.51	1.07	B	F(0)	0.51	1.06	B	F(0)	0.51	1.06	B	F(0)
35.94	Laurel Canyon	Lankershim Blvd	0.48	1.06	B	F(0)	0.48	1.05	B	F(0)	0.48	1.05	B	F(0)
34.99	Lankershim Blvd	Penrose Blvd	0.51	1.16	B	F(0)	0.51	1.15	B	F(0)	0.51	1.15	B	F(0)
34.28	Penrose Blvd	Sunland Blvd	0.56	1.20	C	F(0)	0.55	1.19	C	F(0)	0.55	1.20	C	F(0)
33.68	Sunland Blvd	Rosco Blvd	0.53	1.15	B	F(0)	0.52	1.14	B	F(0)	0.52	1.14	B	F(0)
33.28	Rosco Blvd	Hollywood Way	0.58	1.25	C	F(0)	0.58	1.23	C	F(0)	0.58	1.24	C	F(0)
32.35	Hollywood Way	Buena Vista St	0.59	1.18	C	F(0)	0.58	1.17	C	F(0)	0.58	1.18	C	F(0)
29.78	Burbank Blvd	Olive Ave	0.75	1.45	C	F(2)	0.74	1.45	C	F(2)	0.74	1.45	C	F(2)
29.16	Olive Ave	Alameda Ave	0.73	1.21	C	F(0)	0.71	1.21	C	F(0)	0.72	1.21	C	F(0)
28.43	Alameda Ave	Western Ave	0.73	1.20	C	F(0)	0.71	1.20	C	F(0)	0.72	1.20	C	F(0)
27.84	Western Ave	Ventura Fwy	0.70	1.11	C	F(0)	0.69	1.10	C	F(0)	0.69	1.10	C	F(0)
27.04	Ventura Fwy	Colorado Blvd	0.95	1.01	E	F(0)	0.94	1.01	E	F(0)	0.95	1.01	E	F(0)
25.78	Colorado Blvd	Los Feliz Blvd	1.06	1.14	F(0)	F(0)	1.06	1.13	F(0)	F(0)	1.06	1.14	F(0)	F(0)

VENTURA FREEWAY (SR-134)

POST	SEGMENT		DEVELOPMENT OPTION A V/C RATIO		DEVELOPMENT OPTION A LOS		DEVELOPMENT OPTION D1-A V/C RATIO		DEVELOPMENT OPTION D1-A LOS		DEVELOPMENT OPTION D1-B V/C RATIO		DEVELOPMENT OPTION D1-B LOS	
MILE	FROM	TO	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
5.47	I-5	Concord	0.98	1.37	E	F(2)	0.99	1.39	E	F(2)	0.99	1.4	EB	F(2)
6.18	Concord	Pacific	0.82	1.13	D	F(0)	0.83	1.14	D	F(0)	0.83	1.15	D	F(0)
6.57	Pacific	Brand Ave	0.82	1.12	D	F(0)	0.82	1.14	D	F(0)	0.82	1.14	D	F(0)
7.13	Brand Ave	Glendale Blvd	0.79	1.08	D	F(0)	0.80	1.10	D	F(0)	0.8	1.1	D	F(0)
7.87	Glendale Blvd	Rte 2	1.03	1.39	F(0)	F(2)	1.03	1.41	F(0)	F(2)	1.03	1.41	F(0)	F(2)

TABLE 4.7.G - Afternoon Peak Hour Impacts on Regional Highway System

GOLDEN STATE FREEWAY (I-5)

POST	SEGMENT		DEVELOPMENT OPTION A V/C RATIO		DEVELOPMENT OPTION A LOS		DEVELOPMENT OPTION D1-A V/C RATIO		DEVELOPMENT OPTION D1-A LOS		DEVELOPMENT OPTION D1-B V/C RATIO		DEVELOPMENT OPTION D1-B LOS	
MILE	FROM	TO	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
39.36	Simi Valley Fwy	Van Nuys Blvd	1.38	0.90	F(2)	D	1.37	0.90	F(2)	D	1.370	0.90	F(2)	DE
38.5	Van Nuys Blvd	Terra Bella St	1.45	0.96	F(2)	E	1.44	0.95	F(2)	E	1.440	0.95	F(2)	E
37.96	Terra Bella St	Osborne St	1.49	0.97	F(3)	E	1.48	0.97	F(3)	E	1.480	0.97	F(3)	C
37.41	Osborne St	Hollywood Fwy	1.41	0.75	F(2)	C	1.40	0.75	F(2)	C	1.400	0.75	F(2)	C
36.36	Hollywood Fwy	Laurel Canyon	1.03	0.63	F(0)	C	1.02	0.62	F(0)	C	1.020	0.62	F(0)	C
35.94	Laurel Canyon	Lankershim Blvd	1.09	0.63	F(0)	C	1.08	0.62	F(0)	C	1.080	0.62	F(0)	C
34.99	Lankershim Blvd	Penrose Blvd	1.14	0.66	F(0)	C	1.13	0.65	F(0)	C	1.120	0.65	F(0)	C
34.28	Penrose Blvd	Sunland Blvd	1.20	0.69	F(0)	C	1.19	0.68	F(0)	C	1.190	0.68	F(0)	C
33.68	Sunland Blvd	Rosco Blvd	1.15	0.59	F(0)	C	1.13	0.58	F(0)	C	1.130	0.58	F(0)	C
33.28	Rosco Blvd	Hollywood Way	1.25	0.71	F(1)	C	1.23	0.70	F(0)	C	1.230	0.70	F(0)	C
32.35	Hollywood Way	Buena Vista St	1.22	0.68	F(0)	C	1.20	0.68	F(0)	C	1.200	0.67	F(0)	C
29.78	Burbank Blvd	Olive Ave	1.40	0.81	F(2)	C	1.39	0.80	F(2)	D	1.390	0.80	F(2)	D
29.16	Olive Ave	Alameda Ave	1.28	0.75	F(1)	C	1.27	0.74	F(1)	C	1.270	0.74	F(1)	C
28.43	Alameda Ave	Western Ave	1.23	0.74	F(0)	C	1.22	0.73	F(0)	C	1.220	0.73	F(0)	C
27.84	Western Ave	Ventura Fwy	1.18	0.72	F(0)	C	1.17	0.70	F(0)	C	1.170	0.70	F(0)	C
27.04	Ventura Fwy	Colorado Blvd	0.99	1.01	E	F(0)	0.99	1.00	E	F(0)	0.980	1.01	E	F(0)
25.78	Colorado Blvd	Los Feliz Blvd	1.10	1.13	F(0)	F(0)	1.10	1.13	F(0)	F(0)	1.100	1.13	F(0)	F(0)

VENTURA FWY (SR-34)

POST	SEGMENT		DEVELOPMENT OPTION A V/C RATIO		DEVELOPMENT OPTION A LOS		DEVELOPMENT OPTION D1-A V/C RATIO		DEVELOPMENT OPTION D1-A LOS		DEVELOPMENT OPTION D1-B V/C RATIO		DEVELOPMENT OPTION D1-B LOS	
MILE	FROM	TO	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
5.47	I-5	Concord	1.39	1.04	F(2)	F(0)	1.38	1.03	F(2)	F(0)	1.38	1.03	F(2)	F(0)
6.18	Concord	Pacific	1.13	0.84	F(0)	D	1.12	0.84	F(0)	D	1.12	0.84	F(0)	D
6.57	Pacific	Brand Ave	1.14	0.84	F(0)	D	1.13	0.84	F(0)	D	1.13	0.84	F(0)	D
7.13	Brand Ave	Glendale Blvd	1.04	0.88	F(0)	D	1.03	0.87	F(0)	D	1.03	0.87	F(0)	D
7.87	Glendale Blvd	Rte 2	1.34	1.14	F(1)	F(0)	1.33	1.14	F(1)	F(0)	1.33	1.14	F(1)	F(0)

Since project related impacts at these intersections are less than significant, mitigation is not required.

Significant Impacts

Neighborhood Protection

Three streets to the north of the project (Brighton Street, Lincoln Street, and Kenmere Avenue) are residential streets. With the anticipated traffic congestion and delays on Buena Vista Street, project traffic may seek to use these streets as cut-through routes to the project. This traffic diversion will result in increased through traffic volumes on these roadways resulting in a potentially significant impact. Implementation of Mitigation Measures 7.18 and 7.19, requiring development and implementation of a neighborhood protection strategy, will reduce potential through traffic impacts to residential streets north of the project site to below a level of significance.

Arterial Intersections/Freeway Interchanges

Tables 4.7.H and 4.7.I include the a.m. and p.m. intersection levels of service, which would result in a potentially significant impact with implementation of Development Option A. Implementation of Mitigation Measures 7.1 through 7.17 would be required to reduce project impacts to below a level of significance at the following intersections:

1. I-5 northbound ramps at Hollywood Way
2. I-5 southbound ramps at Hollywood Way
3. Hollywood Way at Winona
17. Buena Vista Street at Victory
18. Buena Vista Street at Vanowen
19. Buena Vista Street at Empire
21. Buena Vista Street at San Fernando
22. Buena Vista Street at the I-5 ramps
23. San Fernando at Lincoln
24. Empire at Victory Place
25. Victory Place at Burbank (Five Points)
27. San Fernando Boulevard at Burbank.

With implementation of Mitigation Measures 7.1 through 7.17, potentially significant impacts to the above intersections would be reduced to below a level of significance.

Prior to issuance of any building permit, the applicant is required to provide on-site and off-site improvements as required by the TDM Ordinance (Sections 31-2201 to 31-2206 of the City of Burbank Municipal Code) described previously in this section. All improvements shall be noted on development plans and specifications and approved by the Director, City of Burbank Community Development Department. This ordinance requirement will reduce overall traffic impacts to some degree. However,

Table 4.7.H- Comparison of Intersection Level of Service/A.M. Peak Hour
Year 2008 with Project with Mitigation (with Empire interchange)

No.	Intersection	2008 with project with mitigation evelopment Option V/C	LOS	2008 with project with mitigation Development Option D1 V/C	LOS	2008 with project with mitigation Development Option D1 V/C	LOS	2008 with project with mitigation Development Option D1- V/C	LOS
1	I-5 NB on and off ramps at Hollyw	0.805	D	0.797	C	0.782	C	0.792	C
2	I-5 SB on and off ramps at Hollywo	1.042	F	1.030	F	1.028	F	1.04	F
3	Hollywood Way at Winona	0.788	C	0.828	D	0.839	D	0.798	C
4	Hollywood Way at Thornton	0.740	C	0.735	C	0.737	C	0.738	C
5	Hollywood Way at Empire (NW co	0.453	A	0.437	A	0.440	A	0.439	A
6	Hollywood Way at Empire (NE cor	0.366	A	0.350	A	0.349	A	0.355	A
7	Hollywood Way at Vanowen (SE c	0.310	A	0.289	A	0.295	A	0.286	A
8	Hollywood Way at Vanowen (SW c	0.247	A	0.227	A	0.232	A	0.224	A
9	Hollywood Way at Victory	0.776	C	0.770	C	0.774	C	0.77	C
10	Hollywood Way at Magnolia	0.857	D	0.858	D	0.862	D	0.861	D
11	Hollywood Way at Alameda	0.874	D	0.873	D	0.874	D	0.873	D
12	Buena Vista at Riverside Dr/SR-13	0.926	E	0.933	E	0.924	E	0.925	E
13	Buena Vista at Alameda	1.160	F	1.143	F	1.144	F	0.814	D
14	Buena Vista at Olive	0.758	C	0.750	C	0.753	C	0.751	C
15	Buena Vista at Magnolia	0.643	B	0.639	B	0.638	B	0.642	B
16	Buena Vista at Burbank	0.698	B	0.683	B	0.681	B	0.677	B
17	Buena Vista at Victory	0.771	C	0.753	C	0.756	C	0.755	C
18	Buena Vista at Vanowen	0.831	D	0.814	D	0.832	D	0.82	D
19	Buena Vista at Empire	0.766	C	0.771	C	0.758	C	0.777	C
20	Buena Vista at Thornton	0.563	A	0.520	A	0.532	A	0.517	A
21	Buena Vista at San Fernando	(Grade Separated)		(Grade Separated)		(Grade Separated)		(Grade Separated)	
22	I-5 ramps at Buena Vista	0.787	C	0.791	C	0.804	D	0.802	D
23	San Fernando at Lincoln	0.647	B	0.633	B	0.632	B	0.639	B
24	Empire at Victory Place	(Grade Separated)		(Grade Separated)		(Grade Separated)		(Grade Separated)	
25	Victory at Burbank (Five Points)	0.692	B	0.600	A	0.603	B	0.603	B
26	I-5 SB off-ramp at Burbank	0.632	B	0.475	A	0.548	A	0.543	A
27	San Fernando at Burbank	0.735	C	0.710	C	0.706	C	0.708	C

Note: shading indicates a significant adverse impact

Table 4.7.I - Comparison of Intersection Level of Service/P.M. Peak Hour
Year 2008 with Project with Mitigation (with Empire interchange)

No.	Intersection	2008 with project with mitigation Development Option D1 V/C	LOS	2008 with project with mitigation Development Option D1 V/C	LOS	2008 with project with mitigation Development Option D1 V/C	LOS	2008 with project with mitigation Development Option D1 V/C	LOS
1	I-5 NB on and off ramps at Hollyw	0.595	A	0.629	B	0.632	B	0.625	B
2	I-5 SB on and off ramps at Hollywo	1.175	F	1.179	F	1.173	F	1.178	F
3	Hollywood Way at Winona	0.760	C	0.760	C	0.754	C	0.767	C
4	Hollywood Way at Thornton	0.732	C	0.712	C	0.673	B	0.712	C
5	Hollywood Way at Empire (NW co	0.438	A	0.454	A	0.447	A	0.453	A
6	Hollywood Way at Empire (NE cor	0.298	A	0.274	A	0.278	A	0.276	A
7	Hollywood Way at Vanowen (SE c	0.307	A	0.286	A	0.291	A	0.286	A
8	Hollywood Way at Vanowen (SW c	0.391	A	0.224	A	0.384	A	0.224	A
9	Hollywood Way at Victory	0.718	C	0.702	C	0.714	C	0.711	C
10	Hollywood Way at Magnolia	0.830	D	0.818	D	0.817	D	0.820	D
11	Hollywood Way at Alameda	0.894	D	0.898	D	0.901	E	0.901	E
12	Buena Vista at Riverside Dr/SR-13	0.801	D	0.797	C	0.803	D	0.793	C
13	Buena Vista at Alameda	0.945	E	0.954	E	0.890	D	0.888	D
14	Buena Vista at Olive	0.876	D	0.881	D	0.880	D	0.876	D
15	Buena Vista at Magnolia	0.895	D	0.891	D	0.889	D	0.890	D
16	Buena Vista at Burbank	0.799	C	0.756	C	0.750	C	0.760	C
17	Buena Vista at Victory	0.879	D	0.832	D	0.830	D	0.832	D
18	Buena Vista at Vanowen	0.763	C	0.769	C	0.748	C	0.590	A
19	Buena Vista at Empire	0.986	E	0.969	E	0.956	E	0.941	E
20	Buena Vista at Thornton	0.516	A	0.528	A	0.481	A	0.529	A
21	Buena Vista at San Fernando	(Grade Separated)		(Grade Separated)		(Grade Separated)		(Grade Separated)	
22	I-5 ramps at Buena Vista	0.820	D	0.800	C	0.805	D	0.808	D
23	San Fernando at Lincoln	0.558	A	0.545	A	0.537	A	0.546	A
24	Empire at Victory Place	(Grade Separated)		(Grade Separated)		(Grade Separated)		(Grade Separated)	
25	Victory at Burbank (Five Points)	0.812	D	0.760	C	0.753	C	0.713	C
26	I-5 SB off-ramp at Burbank	0.627	B	0.578	A	0.632	B	0.719	C
27	San Fernando at Burbank	0.868	D	0.809	D	0.808	D	0.812	D

Note: shading indicates a significant adverse impact

these measures have marginal effect on retail uses and virtually no effect on automobile sales uses. Therefore, the benefit of these measures has not been included in the impact analysis.

Freeway Mainlines

As indicated in the CMP Guidelines for a Traffic Impact Analysis, a significant project impact occurs when the proposed project increases traffic demand on a CMP facility by two percent of capacity, causing or worsening LOS F. Based on this criterion, Development Option A will have significant a.m. peak hour impacts on the following freeway segments:

- I-5 southbound from the Hollywood Freeway (SR-170) to Buena Vista Street
- SR-134 westbound from SR-2 to I-5

Development Option A will have significant afternoon peak hour impacts on the following freeway segments:

- I-5 northbound from the Ventura Freeway (SR-134) to Burbank Boulevard and from Buena Vista Street to Osborne Street
- I-5 southbound from the Ventura Freeway to Colorado Boulevard
- SR-134 eastbound from I-5 to SR-2

Partial mitigation of project impacts on the freeway mainlines will occur through peak hour trip reduction achieved by the required TDM program. Capacity improvements to the I-5 and SR-134 freeways are not feasible since the State of California owns the right-of-way for these freeways and Caltrans has jurisdiction over any improvements to the freeway system. The City cannot legally commit to improvement of these freeways as mitigation for the proposed project. Implementation of the TDM strategies described in the Transportation Demand Management Ordinance would reduce impacts to the freeway mainlines but not to a level of insignificance.

4.7.4 MITIGATION MEASURES - DEVELOPMENT OPTION A

As required by the California Environmental Quality Act (CEQA), Section 15126(c), mitigation is required to be implemented to avoid or minimize the significant impacts noted in the EIR. Mitigation Measure 7.1 is designed to provide a timeline for improvements required in the EIR traffic mitigation program. Mitigation Measure 7.1 has been created to help structure the list of mitigating traffic circulation improvements; and it provides a mechanism for implementation, timing, and responsibility for each improvement. Payment of Transportation Improvement Fees will not occur due to the demolition credit allowed by City ordinance. However, as part of the Development Agreement, $10 million will be paid to the City to partially offset the City's costs related to realignment of the Five Points intersection. All on-site traffic circulation improvements are the responsibility of the developer, including four signalized intersections. According to the Development Agreement, all off-site improvements are the City's responsibility.

Mitigation Measure Timing

Depending on the project development schedule, issuance of building permits could push implementation of several of the roadway capacity improvements into the earliest development phase. Critical to this mitigation plan is the underlying CEQA requirement that mitigation should not be deferred for some unknown period, and that mitigation timing, responsibility, and feasibility be disclosed in the EIR. As interpreted by the courts, EIR mitigation must be specified for each significant impact and assigned to a responsible party, or a discussion as to why mitigation is infeasible needs to be provided. For purposes of this EIR, the assignment is made to the developer or the City, as defined in the Development Agreement and as further defined below.

The timing and funding of mitigation at the Five Points intersection and the other non-fee supported roadway improvements not included in the Transportation Improvement Fee Program are to be initiated concurrent with the start of development and are defined in the Development Agreement. Included in the Development Agreement are provisions for developer payment of $10 million for the Five Points project. Because of the substantial importance of resolving the Five Points traffic problems and the significant police, fire, safety, and emergency vehicle access impacts at the Five Points intersection without mitigation, implementation of the planned reconfiguration of the Five Points intersection during the first phase of development will occur per the Development Agreement and the phased traffic mitigation implementation program prepared by the developer and approved by the City.

Tying each roadway capacity enhancing improvement to project phasing is appropriate for those improvements required to avoid a significant impact. These measures can be phased, as stated in Mitigation Measure 7.1, whereby the developer submits the project phasing program (along with the City's circulation improvement phasing plan for the mitigation) to allow coordination of the improvements concurrent with the start of construction.

The timing of improvements to enhance roadway capacity should be tied to performance criteria so that improvements are implemented prior to need, or timed such that level of service standards are maintained at LOS D or better. The mitigation measures included in the revised EIR section relate to this threshold (LOS D).

As noted in the list of mitigation measures, improvements denoted by an asterisk (*) are included in the City's Transportation Improvement Fee Program. Because timing of these improvements may not be in synch with the schedule of work within the City's fee program, those improvements in the list of mitigation measures can be implemented by the City utilizing other fund sources. It is common to rebate improvement costs, on a proportional basis, if the improvements are completed by the developer. All developer responsibilities are defined in the Development Agreement, on file at the City of Burbank. As an alternative, the City's fee program priorities could be re-ordered and could fund the improvements to coincide with the phasing program developed for the project to meet established performance criteria.

An improvement master schedule spreadsheet shall be created to prescribe the timing, responsible party, and estimated cost of each required improvement for inclusion into the City's off-site and the developer's on-site phased traffic capacity improvement plan.

Because the Transportation Fee Program is not in effect due to demolition credits being taken for the Lockheed Martin buildings formerly on the site, additional impact mitigation responsibilities will fall on the City. In order to appropriately mitigate impacts, it is recommend in this EIR that full implementation of the roadway capacity improvements listed in this EIR occur in a timely manner so as to avoid the significant impacts disclosed in the traffic analysis. Alternative sources for funding the recommended mitigation improvements are: 1) the developer, 2) the fee program, 3) the City of Burbank, or 4) any combination of the above, as defined in the Development Agreement. Should the costs of the improvements be determined by the City to be the responsibility of a broader group, the City may consider amending the fee program to collect the full costs of the specified improvements.

Three mitigation measures will likely be completed after occupancy of the completed project: 7.7 - grade separation of the Buena Vista Street and San Fernando Boulevard intersection, 7.8 - Buena Vista Street at I-5 Northbound Ramps (planned as part of the Empire Avenue interchange), and 7.9 - San Fernando Boulevard at Lincoln Avenue intersection (planned as part of the Empire Avenue interchange). Because timing of completion of these improvements is speculative, it is assumed as a worst case scenario, to be possibly both a short-term and long-term significant impact that cannot be mitigated due to possible delays in implementation of these three measures. Interim measures will be implemented as defined in Mitigation Measures 7.1 (coordination of the timing of traffic improvements with development) and 7.15 (traffic diversion and coordination with transit) to lessen the effects of any delay in completion of the required improvements.

Mitigation Feasibility

CEQA practice requires that project mitigation be effective and feasible. The mitigation must be physically feasible, legally feasible, and feasible within the limits of the local agency's authority. "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors (CEQA Guidelines Section 15364). If project mitigation is determined to be infeasible, unmitigated project impacts may be noted in the EIR, and findings and overriding considerations can be adopted by the City Council. A relevant example of a project mitigation that is infeasible is the widening of the freeway system, because the system is under the jurisdiction of Caltrans and not the City. This issue is further discussed below.

Many of the traffic improvements included in the list of EIR mitigation measures are also included in the City's Transportation Improvement Fee Program list of roadway capacity improvement projects. All Fee Program improvements have been demonstrated by the City to be physically feasible. City engineering staff and PBQ&D (City's Traffic Engineering Consultant) have reviewed the non-fee program improvements specified in

the EIR list of mitigation measures and have determined that each is physically feasible and that the City is legally able to implement these improvements, with the following exceptions:

- Widening of the I-5 and SR-134 freeways due to lack of City jurisdiction over these roadways and lack of funding available to the City to undertake these improvements to the region serving freeway system. The State of California owns the right-of-way for these freeways and Caltrans has jurisdiction over any improvements to the freeway system. The City cannot legally commit to improvement of these freeways as mitigation for the proposed development analyzed in this EIR. In addition, the estimated cost of these freeway widenings is in the tens of millions of dollars, and it is not considered feasible for the City of Burbank to fund this improvement.

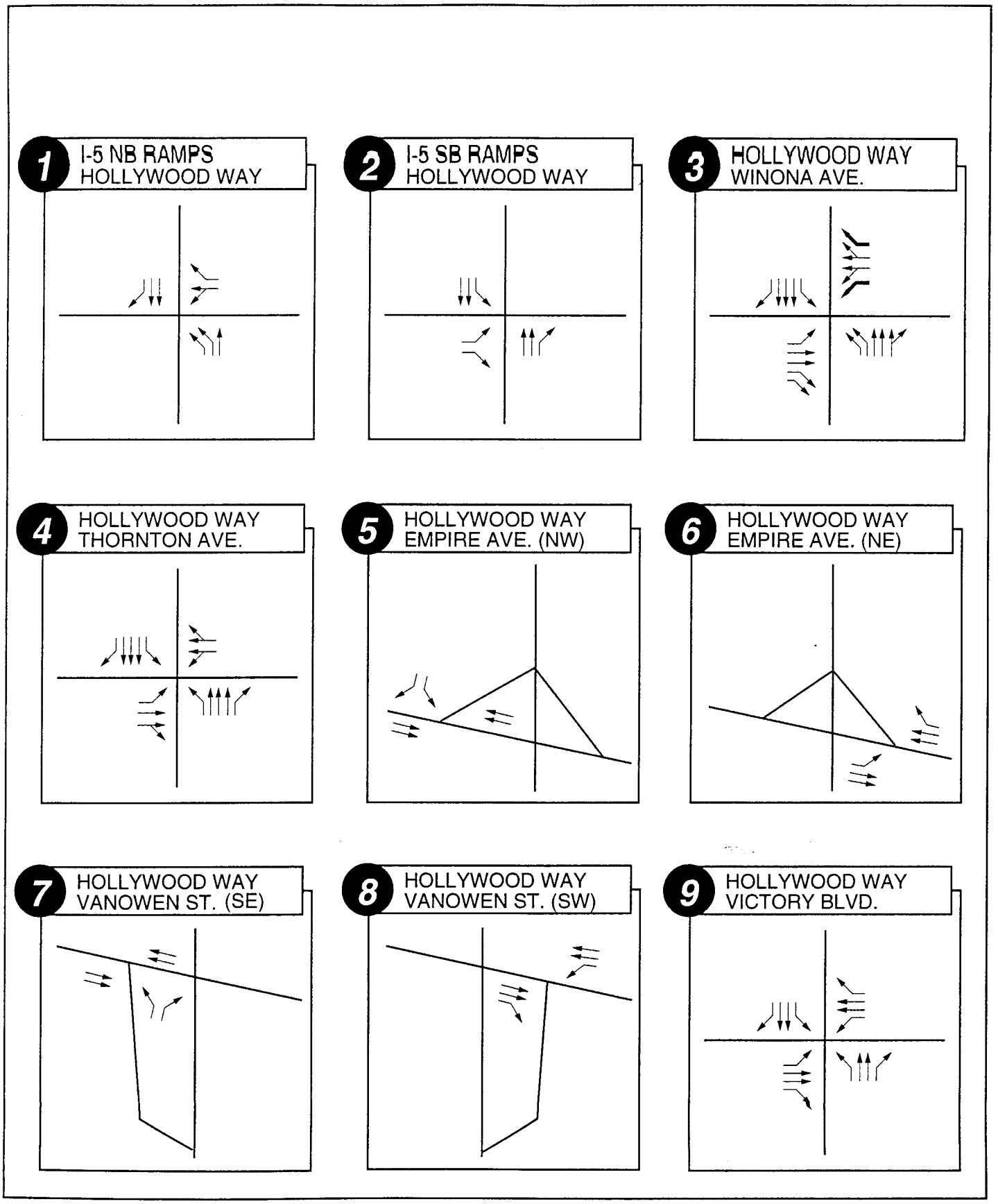
To mitigate the project's traffic impacts, a mitigation strategy has been developed, including a trip reduction strategy to mitigate overall peak hour trip generation, roadway capacity improvements to mitigate adverse impacts at specific locations, and a neighborhood protection strategy.

Mitigation Measures 7.18 and 7.19, Neighborhood Protection, apply only to the area bounded by the I-5 freeway, Empire Avenue, and Buena Vista Street.

Mitigation measures are split up between roadway capacity enhancing improvements and neighborhood protection improvements. Improvements denoted by an asterisk (*) are identified as improvements included in the City's Transportation Improvement Fee Program, for which a fee is being collected from all new development to fund approximately 50 percent of the cost of the improvements. All new non-residential developments pay into the pool as they are issued building permits, net any demolition credits available. As stated earlier, there will be no Transportation Fee Program fees collected for the proposed project. However, as stipulated in the Development Agreement, the developer will pay $10 million for Five Points intersection improvements and will sponsor neighborhood protection improvements as defined in the Development Agreement.

Capacity Improvements

The following capacity improvements have been identified to reduce potentially significant traffic and circulation impacts. Intersection lane geometry with the recommended mitigation measures is shown in Figure 4.7.5. Each intersection is numbered and referenced below with each mitigation measure.



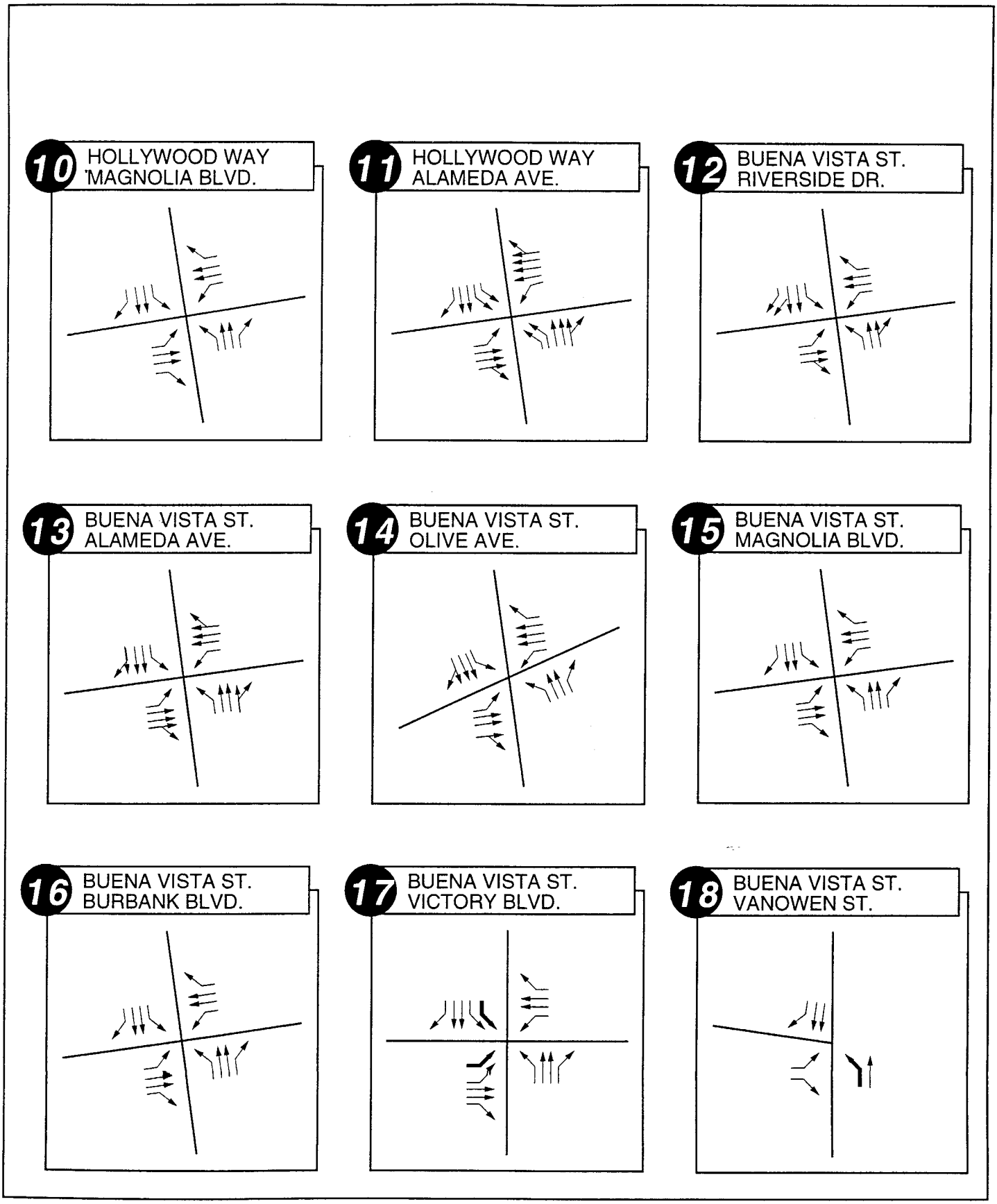
7/23/99(BUR730)

Figure 4.7.5a

N

LSA

Future Intersection Geometry
with Mitigation with Empire Interchange
Intersections 1-9



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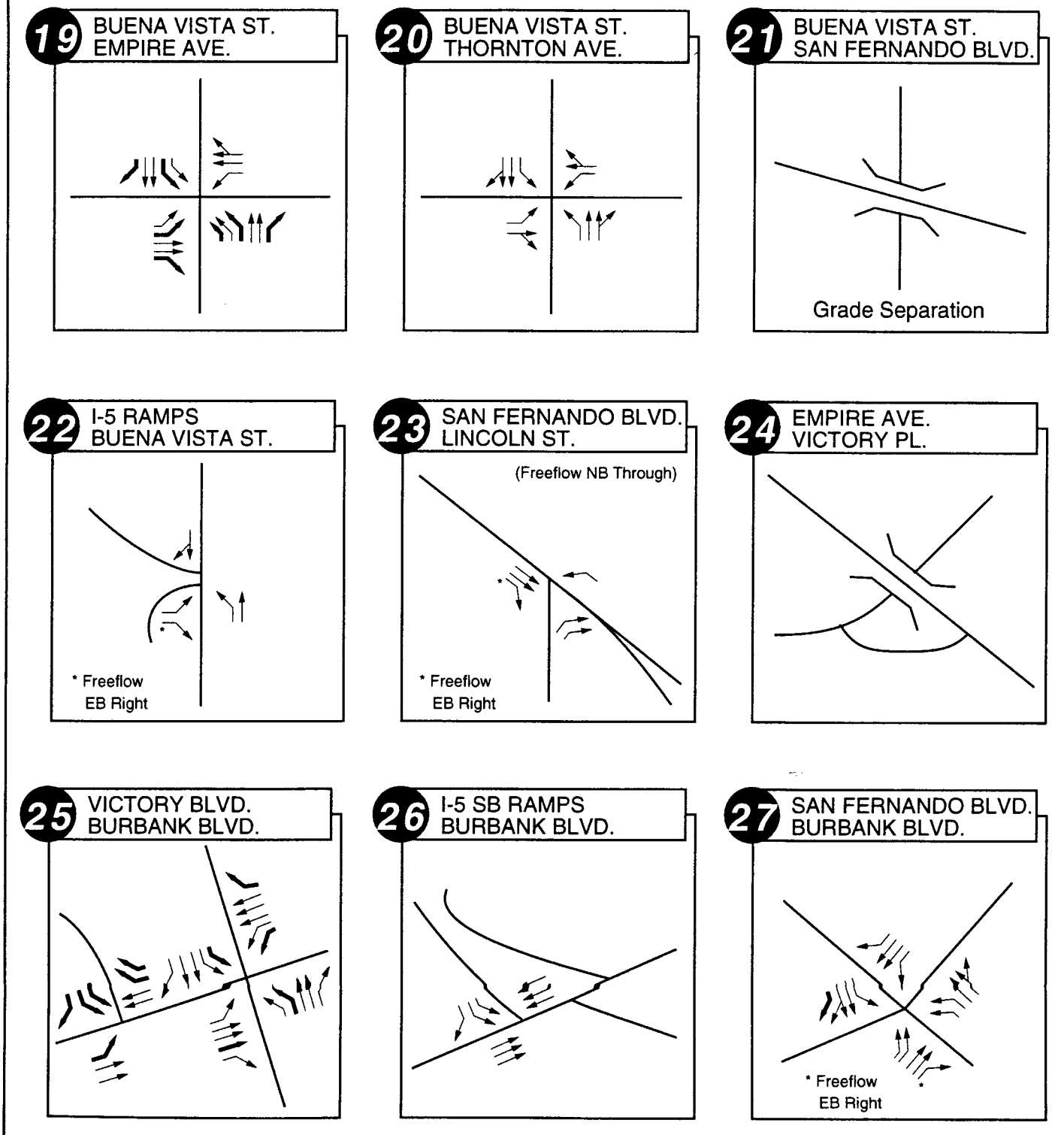
N

LSA

Figure 4.7.5b

Future Intersection Geometry
with Mitigation with Empire Interchange
Intersections 10-18



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N

LSA

Figure 4.7.5c

Future Intersection Geometry
with Mitigation with Empire Interchange
Intersections 19-27

7.1 Concurrent with issuance of the first building permit and only after developer payment of transportation facility improvement fees defined in the Development Agreement, the City of Burbank, Public Works Director shall have prepared and shall have begun implementing a roadway and intersection improvement program to implement Mitigation Measures 7.1 through 7.14. The roadway and intersection improvement program shall include a listing of improvements to be completed. Such improvements shall be fully implemented pursuant to the roadway and intersection improvement plan such that significant impacts are thereby avoided or mitigated below a level of significance at the time of completion of the project, or shall be substantially complete, as defined in the Development Agreement.

7.2 *Buena Vista Street at Victory Boulevard (Intersection No. 17)*

The City shall provide two left turn lanes on the eastbound and southbound approaches.

7.3 *Hollywood Way at I-5 Southbound Ramps (Intersection No. 2)*

The City shall signalize the intersection. (Not needed with construction of the Empire Avenue interchange.)

7.4 *Hollywood Way at Winona Avenue* (Intersection No. 3)*

The City shall widen the westbound approach to provide a fourth lane. (With construction of the Empire Avenue interchange, this improvement is not needed for Development Options D1-A, D1-B, or D1-C.)

7.5 *Buena Vista Street at Vanowen Street (Intersection No. 18)*

The City shall provide an exclusive northbound left turn lane and upgrade traffic signal to provide an exclusive phase for this movement.

7.6 *Buena Vista Street at Empire Avenue (Intersection No. 19)*

The City shall provide three left turn lanes on the westbound approach (and three southbound departure lanes), two left turn lanes on all other approaches, and an exclusive right turn lane on all approaches.

7.7 *Buena Vista Street at San Fernando Boulevard* (Intersection No. 21)*

The City shall construct an intersection grade separation.

7.8 *Buena Vista Street at I-5 Northbound Ramps* (Intersection No. 22)*

The City shall construct Empire Avenue interchange.

7.9 *San Fernando Boulevard at Lincoln Avenue* (Intersection No. 23)*

The City shall construct Empire Avenue interchange.

7.10 *Empire Avenue at Victory Place (Intersection No. 24)*

The City shall signalize the intersection, and provide an exclusive northbound left turn lane.

When the Empire Avenue interchange is constructed, the Empire Avenue/ Victory Place intersection will be replaced by a grade separation, and two additional mitigation measures will be required:

1) The City shall develop a new major project access point from the project to Empire Avenue, as close to Victory Place as is physically possible.

2) The City shall provide a roadway connecting this access point with the first major access point on Victory Place.

7.11 *Five Points (Burbank Boulevard at Victory Boulevard/Victory Place)* (Intersection No. 25)*

The City shall construct the Empire Avenue interchange, and implement the following:

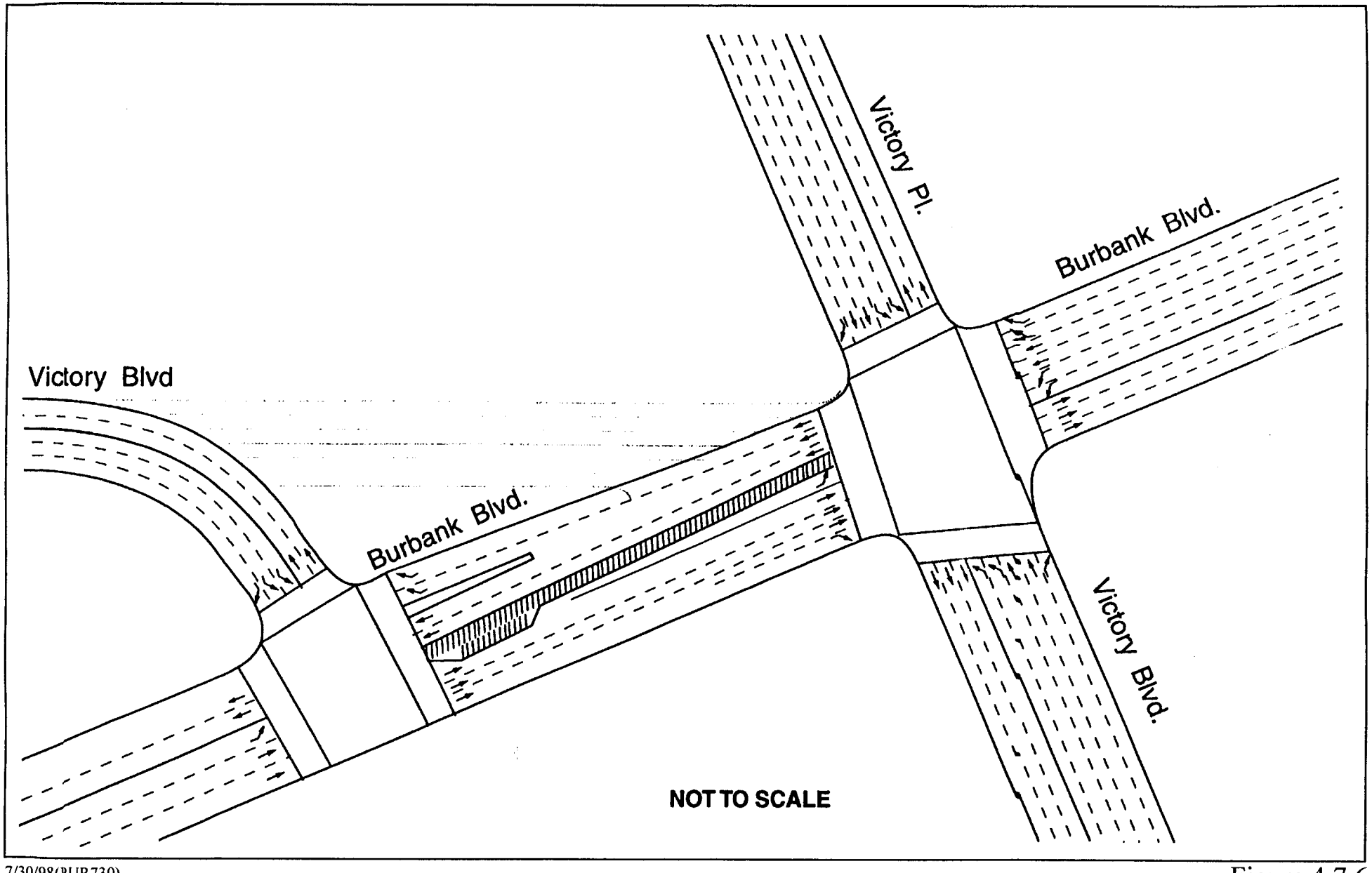
- Close the northeast (Victory Boulevard) leg of the intersection, and realign Victory Boulevard to intersect Burbank Boulevard west of the Five Points intersection. This improvement is illustrated in Figure 4.7.6.

7.12 *San Fernando Boulevard at Burbank Boulevard (Intersection No. 27)*

The City shall add a southbound right turn lane (so the southbound approach has one left turn lane, one through lane, one shared through-plus-right turn lane, and one right turn lane). (Not required for Development Options D1-A, D1-B or D1-C. Not required with construction of the Empire Avenue interchange.)

7.13 *Project Access Driveway Locations*

The developer shall provide the following changes to project access: 1) provide an exclusive right turn lane and an exclusive left turn lane for traffic turning into major project driveway access points at Lincoln and Empire, Keystone and Empire, three driveways on Victory Place, the entrance on Burbank Boulevard and the entrance on Victory Boulevard; and 2) restrict the project driveway on Buena Vista Street to right-turn-in and right-turn-out access only.



7/30/98(BUR730)

Figure 4.7.6

N

LSA No Scale

Modifications to "Five Points" Intersection

7.14 The City shall eliminate on-street parking on Maria Street.

The developer shall provide a full movement signalized intersection access point at Victory Place and Lake Street for primary access to the B-199 site.

7.15 Prior to issuance of the first building permit or the first street improvement project, whichever is first, the Director, Public Works, shall prepare and implement a schedule of roadway and intersection improvement construction and a traffic management plan so as to avoid peak hour transit service disruption and peak hour traffic stoppages. Traffic diversion and transit route detours shall be specified and mapped and coordinated with the transit district. All traffic diversion and street detours shall be specified by the Director, Public Works. Building occupancy and project access shall be coordinated in the plan so as to provide project access at the time of occupancy. The plan shall be updated as construction progresses and shall be kept on file in the Director's office and available for public review throughout the street construction period.

7.16 The developer shall submit to the City a structural section analysis of all surrounding streets identified in the traffic study for the proposed project that are used for construction related traffic, with any recommended repairs to all impacted streets caused by construction related traffic. The developer shall be responsible for street repairs and replacement to pre-construction conditions, for impacts caused to the project by construction related traffic, based upon these studies, and as specified in the Development Agreement.

7.17 Prior to issuance of building permits, the developer shall provide certification to the Director, Public Works, that area "B" as shown on Tentative Parcel Map No. 24941 provides adequate area for the proposed Empire Avenue grade separation.

Neighborhood Protection

7.18 Prior to issuance of a building permit for the proposed project, the permit applicant shall prepare a neighborhood protection strategy plan for review and approval by the City of Burbank Directors of Community Development and Public Works. The strategy plan shall be prepared in consultation with potentially affected residents and appropriate City staff as determined by the City Manager, and shall include but not be limited to specific strategies that preserve adequate access while protecting, as much as is feasible and desirable by neighborhood residents and property owners, against through traffic intrusion.

Possible strategies could include but are not limited to the following:

- Construct a cul-de-sac on Brighton Street at San Fernando Boulevard (envisioned as part of constructing the intersection grade separation at Buena Vista/San Fernando);

- Install a diagonal diverter at the Brighton Street/Kenmere Avenue intersection;

- Prohibit northbound and southbound through movements at the intersection of Empire Avenue and Lincoln Street.

- Speed bumps, traffic barriers, and restricted access hours.

The City should consult with area residents prior to installation of these measures to ensure that these strategies are desired and supported, and should monitor their effectiveness after implementation to determine whether additional access modifications are warranted. All planning, engineering, and improvement costs shall be borne by the project applicant, as defined in the Development Agreement.

7.19 Prior to issuance of the first certificate of occupancy of the proposed project, the applicant shall provide evidence to the satisfaction of the City of Burbank, Community Development Director, that the recommendations of the neighborhood protection strategy have been constructed, are in place, or are substantially underway with completion of improvements to be scheduled in a timely manner so as to avoid substantial neighborhood impact after occupancy. All traffic study, engineering, and improvement costs are assigned in the Development Agreement.

4.7.5 CUMULATIVE IMPACTS - DEVELOPMENT OPTION A

The project traffic analysis included in Section 4.7.3 analyzed the cumulative traffic impacts associated with implementation of the proposed project, in conjunction with build out of the City's General Plan and regional growth in traffic, for the year 2008. The results of this cumulative assessment of traffic volume growth demonstrate that the proposed project's cumulative traffic/circulation impacts are significant when combined with year 2008 traffic volumes and require mitigation. The cumulative impacts to neighborhood streets, arterial intersections/freeway interchanges, the I-5 freeway, and SR-134, which are significantly impacted by the proposed project, are considered significant, adverse, and unavoidable.

Neighborhood Protection

Three streets to the north of the project (Brighton Street, Lincoln Street, and Kenmere Avenue) are residential streets. With the anticipated traffic congestion and delays on Buena Vista Street, project traffic may seek to use these streets as cut-through routes to the project. This traffic diversion will result in increased through traffic volumes on

these roadways resulting in a potentially significant impact. Implementation of Mitigation Measures 7.18 and 7.19, requiring development of a neighborhood protection strategy, will reduce potential through traffic impacts to residential streets north of the project site to below a level of significance.

Arterial Intersections/Freeway Interchanges

Tables 4.7.H and 4.7.I include the a.m. and p.m. intersection levels of service, which would result in a potentially significant impact with implementation of Development Option A. Implementation of mitigation discussed in Section 4.7.5, Mitigation Measures, would be required to reduce project impacts to below a level of significance at the following intersections:

1. Hollywood Way at I-5 northbound ramps
2. Hollywood Way at I-5 southbound ramps
3. Hollywood Way at Winona
17. Buena Vista Street at Victory
18. Buena Vista Street at Vanowen
19. Buena Vista Street at Empire
21. Buena Vista Street at San Fernando
22. Buena Vista Street at the I-5 ramps
23. San Fernando at Lincoln
24. Empire at Victory Place
25. Victory Place at Burbank (Five Points)
27. San Fernando Boulevard at Burbank.

Freeway Mainlines

As indicated in the CMP Guidelines for a Traffic Impact Analysis, a significant project impact occurs when the proposed project increases traffic demand on a CMP facility by two percent of capacity, causing or worsening LOS F. Based on this criterion, Development Option A will have significant a.m. peak hour impacts on the following freeway segments:

- I-5 southbound from the Hollywood Freeway (SR-170) to Buena Vista Street
- SR-134 westbound from SR-2 to I-5

Development Option A will have significant afternoon peak hour impacts on the following freeway segments:

- I-5 northbound from the Ventura Freeway (SR-134) to Burbank Boulevard and from Buena Vista Street to Osborne Street
- I-5 southbound from the Ventura Freeway to Colorado Boulevard
- SR-134 eastbound from I-5 to SR-2

With Mitigation Measures 7.1 through 7.17, impacts are less than significant after mitigation, with the exception of the cumulative impacts on the I-5 Freeway and SR-134.

4.7.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION - DEVELOPMENT OPTION A

Development Option A will result in unavoidable significant adverse impacts on the regional freeway system. Mitigation will not reduce this impact to below a level of significance. However, with implementation of the identified mitigation measures, Development Option A project impacts on arterial intersections and freeway interchanges are mitigated to below the level of significance, with the exception of possible short-term or long-term traffic impacts related to timing of mitigation, as discussed below.

Three mitigation measures will likely be completed after occupancy of the completed project: 7.7 - grade separation of the Buena Vista Street and San Fernando Boulevard intersection, 7.8 - Buena Vista Street at I-5 Northbound Ramps (planned as part of the Empire Avenue interchange), and 7.9 - San Fernando Boulevard at Lincoln Avenue intersection (planned as part of the Empire Avenue interchange). Because timing of completion of these improvements is speculative, it is assumed as a worst case scenario, to be possibly both a short-term and long-term significant impact that cannot be mitigated due to possible delays in implementation of these three measures. Interim measures will be implemented as defined in Mitigation Measures 7.1 (coordination of the timing of traffic improvements with development) and 7.15 (traffic diversion and coordination with transit) to lessen the effects of any delay in completion of the required improvements.

4.7.7 IMPACTS - DEVELOPMENT OPTION D1-A

Traffic Generation

Traffic generated by Development Option D1-A is identified In Table 4.7.B. In summary, Development Option D1-A will generate:

- 54,172 additional trips in a 24 hour period;
- 3,403 additional trips during the morning peak hour; and
- 4,761 additional trips during the afternoon peak hour.

Less than Significant Impacts

Arterial Intersections/Freeway Interchanges

As shown in Tables 4.7.D and 4.7.E, Development Option D1-A would have a less than significant impact on the arterial intersections/freeway interchanges listed below.

1. I-5 northbound ramps at Hollywood Way
4. Hollywood Way at Thornton
5./6. Hollywood Way at Empire
7./8. Hollywood Way at Vanowen
9. Hollywood Way at Victory
10. Hollywood Way at Magnolia
11. Hollywood Way at Alameda
12. Buena Vista Street at Riverside Drive/SR-134 ramps
13. Buena Vista Street at Alameda
14. Buena Vista Street at Olive Avenue
15. Buena Vista Street at Magnolia
16. Buena Vista Street at Burbank Boulevard
18. Buena Vista Street at Vanowen
20. Buena Vista Street at Thornton
26. I-5 southbound off-ramp at Burbank Boulevard
27. San Fernando Road at Burbank Boulevard

Since project related impacts at these intersections are less than significant, mitigation is not required.

Potentially Significant Impacts

Neighborhood Protection

Similar to Development Option A, Development Option D1-A will result in increased traffic to the following three residential streets located to the north of the project: Brighton Street, Lincoln Street, and Kenmere Avenue. Project traffic may seek to use these streets as cut-through routes to the project. This traffic diversion will result in increased through traffic volumes on these roadways resulting in a potentially significant impact. Implementation of Mitigation Measures 7.18 and 7.19, requiring development of a neighborhood protection strategy, will reduce potential through traffic impacts to residential streets north of the project site to below a level of significance.

Arterial Intersections/Freeway Interchanges

Tables 4.7.H and 4.7.I include the a.m. and p.m. intersection levels of service, which would result in a potentially significant impact with implementation of Development Option D1-A. Implementation of mitigation discussed in Section 4.7.5, Mitigation

Measures 7.1, 7.2, 7.4, 7.6 through 7.11, and 7.13 through 7.17, will reduce project impacts to below a level of significance at the following intersections:

2. I-5 southbound ramps at Hollywood Way
3. Hollywood Way at Winona
17. Buena Vista Street at Victory Boulevard
19. Buena Vista Street at Empire Avenue
21. Buena Vista Street at San Fernando Boulevard
22. I-5 northbound ramps at Buena Vista Street
23. San Fernando at Lincoln
24. Empire Avenue at Victory Place
25. Victory Boulevard at Burbank Boulevard (Five Points)

With implementation of Mitigation Measures 7.1, 7.2, 7.4, 7.6 through 7.11, and 7.13 through 7.17, potentially significant impacts to the above intersections would be reduced to below a level of significance.

Significant Impacts

Arterial Intersections/Freeway Interchanges

Development Option D1-A will not result in a significant impact at the arterial intersections and freeway interchanges studied.

Freeway Mainlines

Development Option D1-A will have significant a.m. peak hour impacts on the following freeway segments:

- I-5 southbound from the Hollywood Freeway (SR-170) to Buena Vista Street
- SR-134 westbound from Concord Street to I-5

Development Option D1-A will have significant afternoon peak hour impacts on the following freeway segments:

- I-5 northbound from the Ventura Freeway (SR-134) to Burbank Boulevard and from Buena Vista Street to the Hollywood Freeway
- SR-134 eastbound from I-5 to Concord Street.

4.7.8 MITIGATION MEASURES - DEVELOPMENT OPTION D1-A

All mitigation measures, with the exception of Mitigation Measures 7.3, 7.5 and 7.12, identified for Development Option A also apply to Development Option D1-A.

4.7.9 CUMULATIVE IMPACTS - DEVELOPMENT OPTION D1-A

The project traffic analysis in Section 4.7.7 analyzed the cumulative traffic impacts associated with implementation of the proposed project, in conjunction with build out of the City's General Plan and regional growth in through traffic, for the year 2008. The results of this cumulative assessment of traffic volume growth demonstrate that the proposed project's cumulative traffic/circulation impacts are significant and require mitigation. The cumulative impacts to neighborhood streets, arterial intersections/freeway interchanges, the I-5 freeway, and SR-134, which are significantly impacted by the proposed project, are considered significant, adverse, and unavoidable.

Neighborhood Protection

Similar to Development Option A, Development Option D1-A will result in increased traffic to the following three residential streets located to the north of the project: Brighton Street, Lincoln Street, and Kenmere Avenue. Project traffic may seek to use these streets as cut-through routes to the project. This traffic diversion will result in increased through traffic volumes on these roadways resulting in a potentially significant impact. Implementation of Mitigation Measures 7.18 and 7.19, requiring development of a neighborhood protection strategy, will reduce potential through traffic impacts to residential streets north of the project site to below a level of significance.

Arterial Intersections/Freeway Interchanges

Tables 4.7.H and 4.7.I include the a.m. and p.m. intersection levels of service, which would result in a potentially significant impact with implementation of Development Option D1-A. Implementation of mitigation discussed in Section 4.7.5, Mitigation Measures 7.1, 7.2, 7.4, 7.6 through 7.11, and 7.13 through 7.17, will reduce project impacts to below a level of significance at the following intersections:

2. I-5 southbound ramps at Hollywood Way
3. Hollywood Way at Winona
17. Buena Vista Street at Victory Boulevard
19. Buena Vista Street at Empire Avenue
21. Buena Vista Street at San Fernando Boulevard
22. I-5 northbound ramps at Buena Vista Street
23. San Fernando at Lincoln
24. Empire Avenue at Victory Place
25. Victory Boulevard at Burbank Boulevard (Five Points)

With implementation of Mitigation Measures 7.1, 7.2, 7.4, 7.6 through 7.11, and 7.13 through 7.17, potentially significant impacts to the above intersections would be reduced to below a level of significance, with the exception of the cumulative impacts on the I-5 Freeway and SR-134.

4.7.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION - DEVELOPMENT OPTION D1-A

Development Option D1-A will result in significant adverse impacts on the regional freeway system. Mitigation will not reduce this impact to below a level of significance. However, with implementation of the identified mitigation measures, Development Option D1-A project impacts on arterial intersections and freeway interchanges are mitigated to below the level of significance, with the exception of possible short-term or long-term traffic impacts related to timing of mitigation, as discussed below.

Three mitigation measures will likely be completed after occupancy of the completed project: 7.7 - grade separation of the Buena Vista Street and San Fernando Boulevard intersection, 7.8 - Buena Vista Street at I-5 Northbound Ramps (planned as part of the Empire Avenue interchange), and 7.9 - San Fernando Boulevard at Lincoln Avenue intersection (planned as part of the Empire Avenue interchange). Because timing of completion of these improvements is speculative, it is assumed as a worst case scenario, to be possibly both a short-term and long-term significant impact that cannot be mitigated due to possible delays in implementation of these three measures. Interim measures will be implemented as defined in Mitigation Measures 7.1 (coordination of the timing of traffic improvements with development) and 7.15 (traffic diversion and coordination with transit) to lessen the effects of any delay in completion of the required improvements.

4.7.11 IMPACTS - DEVELOPMENT OPTION D1-B

Traffic Generation

Traffic generated by Development Option D1-B is identified in Table 4.7.B. In summary, Development Option D1-B will generate:

- 53,816 additional trips in a 24 hour period;
- 3,676 additional trips during the morning peak hour; and
- 4,802 additional trips during the afternoon peak hour.

Less than Significant Impacts

Arterial Intersections/Freeway Interchanges

As shown in Tables 4.7.D and 4.7.E, Development Option D1-B would have a less than significant impact on the arterial intersections/freeway interchanges listed below.

1. I-5 northbound ramps at Hollywood Way
4. Hollywood Way at Thornton
5./6. Hollywood Way at Empire
7./8. Hollywood Way at Vanowen

9. Hollywood Way at Victory
10. Hollywood Way at Magnolia
11. Hollywood Way at Alameda
12. Buena Vista Street at Riverside Drive/SR-134 ramps
13. Buena Vista Street at Alameda
14. Buena Vista Street at Olive Avenue
15. Buena Vista Street at Magnolia
16. Buena Vista Street at Burbank Boulevard
20. Buena Vista Street at Thornton
26. I-5 southbound off-ramp at Burbank Boulevard
27. San Fernando Road at Burbank Boulevard

Since project related impacts at these intersections are less than significant, mitigation is not required.

Potentially Significant Impacts

Neighborhood Protection

Similar to Development Option A, Development Option D1-B will result in increased traffic to the following three residential streets located to the north of the project: Brighton Street, Lincoln Street, and Kenmere Avenue. Project traffic may seek to use these streets as cut-through routes to the project. This traffic diversion will result in increased through traffic volumes on these roadways, resulting in a potentially significant impact. Implementation of Mitigation Measures 7.18 and 7.19, requiring development of a neighborhood protection strategy, will reduce potential through traffic impacts to residential streets north of the project site to below a level of significance.

Arterial Intersections/Freeway Interchanges

Tables 4.7.H and 4.7.I include the a.m. and p.m. intersection levels of service, which would result in a potentially significant impact with implementation of Development Option D1-B. Implementation of Mitigation Measures 7.1, 7.2, 7.3, 7.5 through 7.11, and 7.13 through 7.17 reduce project impacts to below a level of significance at the following intersections:

2. I-5 southbound ramps at Hollywood Way
3. Hollywood Way at Winona
17. Buena Vista Street at Victory Boulevard
18. Buena Vista Street at Vanowen
19. Buena Vista Street at Empire Avenue
21. Buena Vista Street at San Fernando Boulevard
22. I-5 northbound ramps at Buena Vista Street
23. San Fernando at Lincoln
24. Empire Avenue at Victory Place
25. Victory Boulevard at Burbank Boulevard (Five Points)

With implementation of Mitigation Measures 7.1, 7.2, 7.3, 7.5 through 7.11, and 7.13 through 7.17, potentially significant impacts to the above intersections would be reduced to below a level of significance.

Significant Impacts

Arterial Intersections/Freeway Interchanges

Development Option D1-B will not result in a significant impact at the arterial intersections and freeway interchanges studied.

Freeway Mainlines

Development Option D1-B will have significant a.m. peak hour impacts on the following freeway segments:

- I-5 southbound from the Hollywood Freeway (SR-170) to Buena Vista Street
- SR-134 westbound from Concord Street to I-5

Development Option D1-B will have significant afternoon peak hour impacts on the following freeway segments:

- I-5 northbound from the Ventura Freeway (SR-134) to Burbank Boulevard and from Buena Vista Street to the Hollywood Freeway
- SR-134 eastbound from I-5 to Concord Street

4.7.12 MITIGATION MEASURES - DEVELOPMENT OPTION D1-B

All mitigation measures identified for Development Option A, with the exception of Mitigation Measures 7.4 and 7.12, also apply to Development Option D1-B.

4.7.13 CUMULATIVE IMPACTS - DEVELOPMENT OPTION D1-B

The project traffic analysis in Section 4.7.11 analyzed the cumulative traffic impacts associated with implementation of the proposed project, in conjunction with build out of the City's General Plan and regional growth in through traffic, for the year 2008. The results of this cumulative assessment of traffic volume growth demonstrate that the proposed project's cumulative traffic/circulation impacts are significant and require mitigation. The cumulative impacts to neighborhood streets, arterial intersections/freeway interchanges, the I-5 freeway, and SR-134, which are significantly impacted by the proposed project, are considered significant, adverse, and unavoidable.

Neighborhood Protection

Similar to Development Option A, Development Option D1-B will result in increased traffic to the following three residential streets located to the north of the project: Brighton Street, Lincoln Street, and Kenmere Avenue. Project traffic may seek to use these streets as cut-through routes to the project. This traffic diversion will result in increased through traffic volumes on these roadways, resulting in a potentially significant impact. Implementation of Mitigation Measures 7.18 and 7.19, requiring development of a neighborhood protection strategy, will reduce potential through traffic impacts to residential streets north of the project site to below a level of significance.

Arterial Intersections/Freeway Interchanges

Tables 4.7.H and 4.7.I include the a.m. and p.m. intersection levels of service, which would result in a potentially significant impact with implementation of Development Option D1-B. Implementation of Mitigation Measures 7.1, 7.2, 7.3, 7.5 through 7.11, and 7.13 through 7.17 reduce project impacts to below a level of significance at the following intersections:

2. I-5 southbound ramps at Hollywood Way
3. Hollywood Way at Winona
17. Buena Vista Street at Victory Boulevard
18. Buena Vista Street at Vanowen
19. Buena Vista Street at Empire Avenue
21. Buena Vista Street at San Fernando Boulevard
22. I-5 northbound ramps at Buena Vista Street
23. San Fernando at Lincoln
24. Empire Avenue at Victory Place
25. Victory Boulevard at Burbank Boulevard (Five Points)

With implementation of Mitigation Measures 7.1, 7.2, 7.3, 7.5 through 7.11, and 7.13 through 7.17, potentially significant impacts to the above intersections would be reduced to below a level of significance, with the exception of the cumulative impacts on the I-5 Freeway and SR-134.

4.7.14 LEVEL OF SIGNIFICANCE AFTER MITIGATION - DEVELOPMENT OPTION D1-B

With implementation of the identified mitigation measures, Development Option D1-B project impacts on arterial intersections and freeway interchanges are mitigated to below the level of significance. Development Option D1-B will result in significant adverse impacts on the regional freeway system. Mitigation will not reduce this impact to below a level of significance, with the exception of possible short-term or long-term traffic impacts related to timing of mitigation, as discussed below.

Three mitigation measures will likely be completed after occupancy of the completed project: 7.7 - grade separation of the Buena Vista Street and San Fernando Boulevard intersection, 7.8 - Buena Vista Street at I-5 Northbound Ramps (planned as part of the Empire Avenue interchange), and 7.9 - San Fernando Boulevard at Lincoln Avenue

intersection (planned as part of the Empire Avenue interchange). Because timing of completion of these improvements is speculative, it is assumed as a worst case scenario, to be possibly both a short-term and long-term significant impact that cannot be mitigated due to possible delays in implementation of these three measures. Interim measures will be implemented as defined in Mitigation Measures 7.1 (coordination of the timing of traffic improvements with development) and 7.15 (traffic diversion and coordination with transit) to lessen the effects of any delay in completion of the required improvements.

4.7.15 IMPACTS - DEVELOPMENT OPTION D1-C

Traffic Generation

Traffic generated by Development Option D1-C is identified in Table 4.7.B. In summary, Development Option D1-C will generate:

- 65,730 additional trips in a 24 hour period;
- 3,777 additional trips in the morning peak hour; and
- 6,185 additional trips in the afternoon peak hour.

Less Than Significant Impacts

Arterial Intersections/Freeway Interchanges

As shown in Tables 4.7.D and 4.7.E, Development Option D1-C would have a less than significant impact on the arterial intersections/freeway interchanges listed below.

1. I-5 northbound ramps at Hollywood Way
4. Hollywood Way at Thornton
5./6. Hollywood Way at Empire
7./8. Hollywood Way at Vanowen
9. Hollywood Way at Victory
10. Hollywood Way at Magnolia
11. Hollywood Way at Alameda
12. Buena Vista Street at Riverside Drive/SR-134 ramps
13. Buena Vista Street at Alameda
14. Buena Vista Street at Olive Avenue
15. Buena Vista Street at Magnolia
16. Buena Vista Street at Burbank Boulevard
18. Buena Vista Street at Vanowen
20. Buena Vista Street at Thornton

26. I-5 southbound off-ramp at Burbank Boulevard
27. San Fernando Road at Burbank Boulevard

Since project related impacts at these intersections are less than significant, mitigation is not required.

Potentially Significant Impacts

Neighborhood Protection

Similar to Development Option A, Development Option D1-C will result in increased traffic to the following three residential streets located to the north of the project: Brighton Street, Lincoln Street, and Kenmere Avenue. Project traffic may seek to use these streets as cut-through routes to the project. This traffic diversion will result in increased through traffic volumes on these roadways resulting in a potentially significant impact. Implementation of Mitigation Measures 7.18 and 7.19, requiring development of a neighborhood protection strategy, will reduce potential through traffic impacts to residential streets north of the project site to below a level of significance.

Arterial Intersections/Freeway Interchanges

Tables 4.7.H and 4.7.I include the a.m. and p.m. intersection levels of service, which would result in a potentially significant impact with implementation of Development Option D1-C. Implementation of mitigation discussed in Section 4.7.5, Mitigation Measures 7.1, 7.2, 7.4, 7.6 through 7.11, and 7.13 through 7.17, will reduce project impacts to below a level of significance at the following intersections:

2. I-5 southbound ramps at Hollywood Way
3. Hollywood Way at Winona
17. Buena Vista Street at Victory Boulevard
19. Buena Vista Street at Empire Avenue
21. Buena Vista Street at San Fernando Boulevard
22. I-5 northbound ramps at Buena Vista Street
23. San Fernando at Lincoln
24. Empire Avenue at Victory Place
25. Victory Boulevard at Burbank Boulevard (Five Points)

With implementation of Mitigation Measures 7.1, 7.2, 7.4, 7.6 through 7.11, and 7.13 through 7.17, potentially significant impacts to the above intersections would be reduced to below a level of significance.

Significant Impacts

Arterial Intersections/Freeway Interchanges

Development Option D1-C will not result in a significant impact at the arterial intersections and freeway interchanges studied.

Freeway Mainlines

As indicated in the CMP Guidelines for a Traffic Impact Analysis, a significant project impact occurs when the proposed project increases traffic demand on a CMP facility by two percent of capacity, causing or worsening LOS F. Based on this criterion, Development Option D1-C will have significant a.m. peak hour impacts on the following freeway segments:

- I-5 southbound from the Laurel Canyon to Buena Vista Street
- SR-134 westbound from I-5 to Concord Street

Development Option D1-C will have significant afternoon peak hour impacts on the following freeway segments:

- I-5 northbound from the Ventura Freeway (SR-134) to the Hollywood Freeway (SR-170)
- SR-134 eastbound from I-5 to Concord Street

Partial mitigation of project impacts on the freeway mainlines will occur through peak hour trip reduction achieved by the required TDM program. Capacity improvements to the I-5 and SR-134 freeways are not feasible since the State of California owns the right-of-way for these freeways and Caltrans has jurisdiction over any improvements to the freeway system. The City cannot legally commit to improvement of these freeways as mitigation for the proposed project. Implementation of the TDM program would reduce impacts to the freeway mainlines but not to a level of insignificance.

4.7.16 MITIGATION MEASURES - DEVELOPMENT OPTION D1-C

All mitigation measures, with the exception of Mitigation Measures 7.3, 7.5 and 7.12, identified for Development Option A also apply to Development Option D1-C.

4.7.17 CUMULATIVE IMPACTS - DEVELOPMENT OPTION D1-C

The project traffic analysis in Section 4.7.15 analyzed the cumulative traffic impacts associated with implementation of the proposed project, in conjunction with build out of the City's General Plan and regional growth in through traffic, for the year 2008. The results of this cumulative assessment of traffic volume growth demonstrate that the proposed project's cumulative traffic/circulation impacts are significant and require mitigation. The cumulative impacts to neighborhood streets, arterial intersections/

freeway interchanges, the I-5 freeway, and SR-134, which are significantly impacted by the proposed project, are considered significant, adverse, and unavoidable.

Neighborhood Protection

Similar to Development Option A, Development Option D1-C will result in increased traffic to the following three residential streets located to the north of the project: Brighton Street, Lincoln Street, and Kenmere Avenue. Project traffic may seek to use these streets as cut-through routes to the project. This traffic diversion will result in increased through traffic volumes on these roadways resulting in a potentially significant impact. Implementation of Mitigation Measures 7.18 and 7.19, requiring development of a neighborhood protection strategy, will reduce potential through traffic impacts to residential streets north of the project site to below a level of significance.

Arterial Intersections/Freeway Interchanges

Tables 4.7.H and 4.7.I include the a.m. and p.m. intersection levels of service, which would result in a potentially significant impact with implementation of Development Option D1-C. Implementation of mitigation discussed in Section 4.7.5, Mitigation Measures 7.1, 7.2, 7.4, 7.6 through 7.11, and 7.13 through 7.17, will reduce project impacts to below a level of significance at the following intersections:

2. I-5 southbound ramps at Hollywood Way
3. Hollywood Way at Winona
17. Buena Vista Street at Victory Boulevard
19. Buena Vista Street at Empire Avenue
21. Buena Vista Street at San Fernando Boulevard
22. I-5 northbound ramps at Buena Vista Street
23. San Fernando at Lincoln
24. Empire Avenue at Victory Place
25. Victory Boulevard at Burbank Boulevard (Five Points)

With implementation of Mitigation Measures 7.1, 7.2, 7.4, 7.6 through 7.11, and 7.13 through 7.17, potentially significant impacts to the above intersections would be reduced to below a level of significance.

4.7.18 LEVEL OF SIGNIFICANCE AFTER MITIGATION - DEVELOPMENT OPTION D1-C

With implementation of the identified mitigation measures, Development Option D1-C project impacts on arterial intersections and freeway interchanges are mitigated to below the level of significance. Development Option D1-C will result in significant adverse impacts on the regional freeway system. Mitigation will not reduce this impact to below a level of significance, with the exception of possible short-term or long-term traffic impacts related to timing of mitigation, as discussed below.

Three mitigation measures will likely be completed after occupancy of the completed project: 7.7 - grade separation of the Buena Vista Street and San Fernando Boulevard intersection, 7.8 - Buena Vista Street at I-5 Northbound Ramps (planned as part of the Empire Avenue interchange), and 7.9 - San Fernando Boulevard at Lincoln Avenue intersection (planned as part of the Empire Avenue interchange). Because timing of completion of these improvements is speculative, it is assumed as a worst case scenario, to be possibly both a short-term and long-term significant impact that cannot be mitigated due to possible delays in implementation of these three measures. Interim measures will be implemented as defined in Mitigation Measures 7.1 (coordination of the timing of traffic improvements with development) and 7.15 (traffic diversion and coordination with transit) to lessen the effects of any delay in completion of the required improvements.